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100cc MX.

DIRT BIKE



VOLUME FIVE
NUMBER EIGHT
AUGUST 1975

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Editor: CHET HEYBERGER
Managing Editor: LEN WEED
Technical Editor: GUNNAR LINDSTROM
Associate Editors:
GEORGE WEGNER
DON PHILLIPSON
Expert Editor: PRESTON PETTY
Creative Director: ALBAR GENESTA
Editorial Secretary: DEVI LAMART
Production Editor: GEORGIA McCLAY
Production Assistant: ALBETH GRASS
Contributing Editor: CARL SHIPMAN
Test Consultants:

ZEAL ANDERSON
JIM CONNOLLY
JOHN DeSOTO
AL WURTZEL

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ADVERTISING OFFICES

Hi-Torque Publications, Inc.
16200 Ventura Boulevard
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Telephone: (213) 981-2317

WESTERN:

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MID-WESTERN:

GRAVENHORST & ASSOCIATES
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Chicago, Illinois 60646
(312) 545-8621

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WILLIAM R. GOLDEN/President
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ON THE COVER: Staff Swedish 'crosser
corners Monoshock machinery.

NEXT ISSUE ON SALE AUGUST 12

AUGUST 1975

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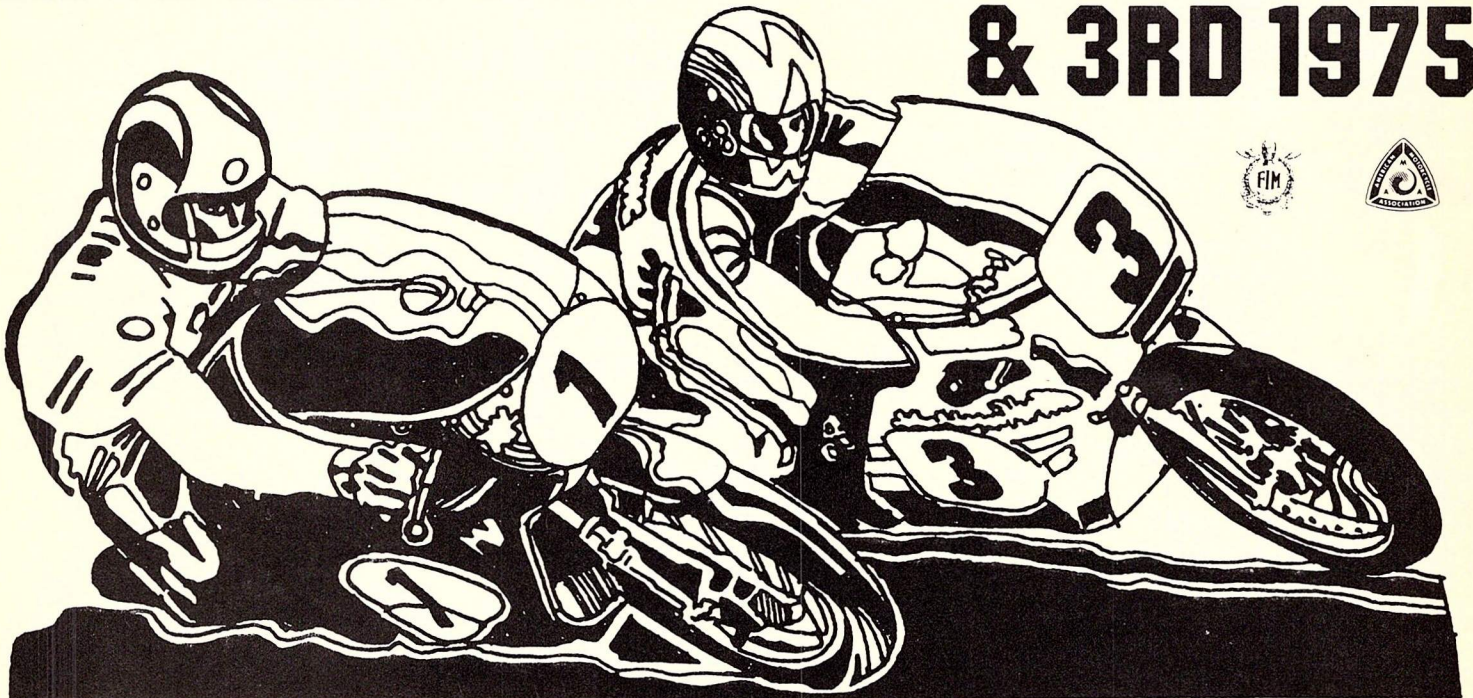
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 8:00 am - 12:00 noon
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 12:00 - 12:30 p.m.
 Practice Production classes
 1:00 p.m.
 Two-five lap Expert/Junior heats
 Two-five lap Novice heats
 Two-five lap Junior heats
 Lightweight Production final
 Novice Final
 Sidecar practice

SUNDAY, Aug. 3
 9:30 a.m. - 10:30 a.m.
 Practice
 11:00 a.m. - 12:00 noon
 Two five-lap 750cc Expert
 International Heats
 12:00 noon
 Heavyweight production final
 1:00 p.m.
 250cc Expert/Junior final
 2:00 p.m.
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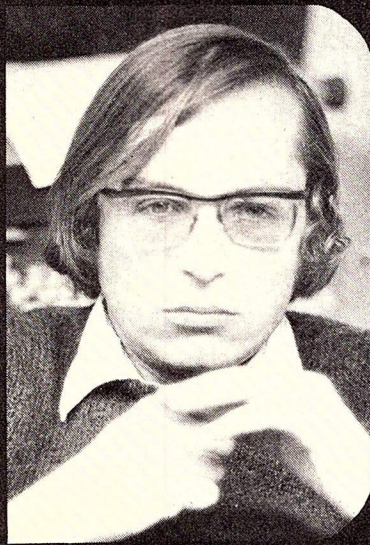
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DIRT BIKE

CHECKPOINT

by
CHET HEYBERGER



GETTING IT BACK

You say the last three times you went racing you were not only last to the flag, but you managed to get yourself hurt when you unloaded your bike? Banged your shin with the footpeg? Then hit your head on the roof of the van while loading up? Incredible.

And during the race, guys you blew off completely at the beginning of the season went by you like you were a duck out racing for the first time?

And every time you invite some succulent young thing to go out to the track with you — the better to impress her — you not only got off the line last, but you also got off — right where she was standing? And a couple of laps later, your bike quit?

Is that the way it's been going?

And on some perfectly innocent Tuesday night, you just happen to find a pile of receipts for parts you bought in the last couple of months, and just out of curiosity, you total them up and find out you could have had that new Teac you've been wishing for? So you go out to the garage to look at the scooter to see if all that money shows? And it doesn't? And while you're standing there, it falls off the stand, knocks a hole in the plasterboard and breaks a lever?

You're up against the wall, bummed out and burning, so right then and there you strap your lighting kit and tool bag on and decide to go enduroing this Sunday? At least, out in the woods, no one is going to see how often you crash.

Only that Sunday, by the time you find the starting line, your

number has already left and you're down 30 points without even kicking it over?

But you go out anyway and after about 20 miles you lose it good, sprain your back, smash the light, and bite the tip off your tongue? And now it's raining?

By Monday morning you have a good cold and somebody scraped the side of your truck yesterday?

Wait a minute. Don't give up. I have a solution, a medicine for melancholy that will completely restore your enthusiasm, build up your confidence and inflate your ego. All's you got to do is take someone riding.

Not just anyone. You have to select him carefully. You don't want someone better than you are. You don't even need someone just as good, because the way you've been riding lately, you're going to fall in front of him and he's going to leave tracks up your left sleeve and across your helmet. What you need is someone really bad. Not just poor; bad!

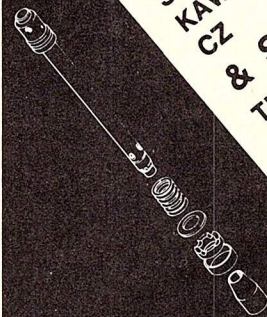
That's the first qualification, but not the whole thing. You can't take a girl; you'll start feeling sympathetic and then you'll ease up and miss all the fun of being absolutely cruel. Remember, you're doing this to save your sanity, not to help anyone. So what you need is a guy, preferably someone who's been riding on the street for years so that you don't have to teach him where the pedals are. Then, just to make it all the better, take someone from work, a higher-up, your boss if possible.



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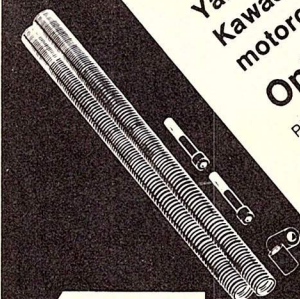


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That's always fun. Or if you can't do that and you're about 30 yourself, be sure to take someone about five years younger who makes a big deal out of being in shape and plays baseball all summer.

Now that you've made your selection, plan the campaign. Talk about riding constantly in front of the person. Make him beg you to take him. Tell him it's dangerous, he's too weak, he'll be so slow that it'll ruin your day (actually this is the nastiest part of all; after all, the only reason you're taking him is because he is so slow), or tell him that you like to ride in scary places and wouldn't dream of showing him to be a coward. That gets them.

When he's really primed, borrow a bike and some gear for him, but be sure to keep setting him up. Tell him about how he'll have to keep up with you because if you don't ride at a good pace, you can't get any exercise and exercise is why you go riding.

He'll start thinking about jogging or something like that and figure that you'll never get out of his sight.

You can tell if he's ready if he starts reading articles about technique, or starts asking you questions.

Respond by telling him how worn out he's going to be after a couple of hours of trialing. Stress that it's just easy trails; no big thing at all.

By now, he should start asking about shoulder pads and kidney belts. Tell him he needs them, of course. Make sure everything you lend him is too small. Just a detail, but it adds a lot to the enjoyment later. Remember, you're not doing this to be nice; you're out to preserve your self-image.

Finally the day will come. Unload everything yourself; "No, not that way; here, let me do that." Show him how to get dressed. "Socks go on the outside, to keep sand and water out of your boots." "Are these comfortable?" Of course they're not; you made sure of that. But he'll never say anything.

Start his bike. Tell him to putt around while you get dressed.

Always act solicitous. Explain standing up, keeping your feet on the pegs and throttle control on hills, how to brake on downhills. Be sure to ask if there are any questions. There won't be; he's paralyzed with fear already.

Start by asking him to follow you around near the truck and try to

Continued on page 19



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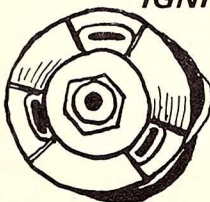
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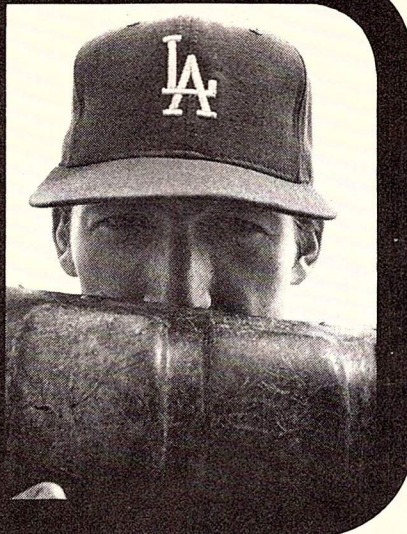
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BITS and PIECES

by
LEN WEED



Maybe you've seen the ad for the novel, *Black Sunday*. It was released last December as a Book of the Month Club selection. Probably caught your eye as soon as you saw the image of the blimp hovering over the football stadium. There's an even more recent novel out now called *Black Saturday Night*.

A beautiful new G.P. CZ . . . a psychologically scarred ex-AMA official . . . a television blimp hovering overhead loaded with blue paint . . . a meticulously planned plot to commit an act of unprecedented horror (kidnapping Marty Tripes just before the start of the Super Bowl of Motocross) . . . combine in this novel of harrowing suspense. And it could just happen.

"Suspenseful berm shots, foreign intrigue and Wanda Hickey gets busted." — *Extortion, Kidnapping and Sandwiches Quarterly*

"Fast pace, an incendiary climax." — *Lakehurst Gazette*

"Where's Marty?" — *Larry Huffman*

"Arabian pre-mix, the BLM, the Goodyear blimp and the Super Bowl of Motocross — all stirred into an explosive mixture. And if they can't find Marty, what's going to happen to his dog . . . and the fly on his tote bag?" — *George Wegner, Editor of Dirt Blimp Magazine*

* * * *

Big-bore Monocross owners. Know there's an owner's service manual update available for the MX400B? It includes some corrections for the current manual, and additional info about clutch assembly, torque speci-

fications, piston measurement, rear sprocket studs, shifter adjustment and how not to confuse right and left-hand components during air filter installation. See your dealer.

* * *

Ever hear of a Bitzen? Seems them good ol' fellows ran them back in the '50s and '60s when the California desert was open. Bitzen was short for bits and pieces, which the desert sleds were made from. Seemed like an ideal item for Bitzen Peaces.

* * * *



Stop what you're doing right now, don't turn the page, don't even blink. OK. Now think about our ISDT riders competing against Czech and East German army types. We don't have government support, only yours. To help, buy a decal (\$1) or a patch (\$3) from the AMA, P. O. Box 141, Westerville, OH 43081. Do it now, please.

Continued on page 24

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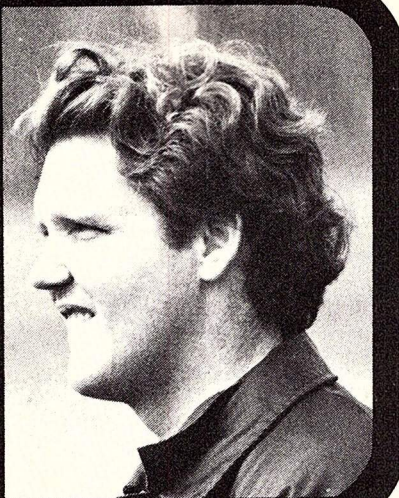
Jim's factory prepared Bultaco 250 gets winning engine protection from Pennzoil 2-Stroke Motorcycle Oil. To compete with the best, you need the best, that's why Jim insists on Pennzoil. Take a tip from America's top motocross rider, racing or pleasure... when what you ride is worth caring for, Pennzoil is worth asking for. Pennzoil 2-Stroke, 4-Stroke and new Injector Oil are available at your favorite motorcycle dealer.



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ASK THE EXPERT

by
PRESTON PETTY



CR125 SUPER PREP

I have a problem on which I would appreciate your comments: my son rides motocross and is doing very well. He has two 1975 CR125 Hondas and has had several 1974 models. I always try to keep them in perfect shape, as there is nothing worse than to be put out of a race because of a breakdown.

My problem is that I am confused as to what the best compression reading should be for the fastest engine. On his '75 CR125 which we purchased last December, the compression was 129 psi as purchased in stock condition. We raised the compression to 150 with a DG head and thin head gasket. This bike has never been fast, but maybe this is because of the lower gearing. We had a '74 model with 160 psi which was very fast.

The new '75 model which we bought last week only has 105 psi compression in stock condition. The bike runs great and does seem fast on the track, but it has not yet been in competition. He has run the track with another expert rider who has a fully tricked-out DG bike, and my son was able to pass and keep ahead of him.

Please tell me your thoughts and proven facts concerning the proper compression of the two-cycle engine for racing. Some say lower compression will give a better high-revving engine, and high compression gives more low-end torque but runs hotter and thereby loses power. Is 105 psi way too low? What is an ideal compression figure, and what are the consequences of high compression such as 165 psi?

Bill Schramm
Pasadena, Texas

In most things, there are no absolutes, only compromises. This certainly applies to compression ratios, but I can give you some general guidelines as to what occurs.

Number one is the purpose of ignition advance, measured in so many millimeters before Top Dead Center. The compressed fuel/air mixture takes some time for the flame front to burn, starting from the ignition point, i.e. spark plug. From there, it transverses the combustion chamber out to the perimeter of the combustion chamber.

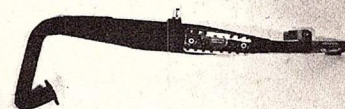
This time factor needs to be adjusted, by using timing advance, so that at the maximum rpm of the engine, the piston will be precisely at Top Dead Center as full burning of the charge occurs.

Now back to compression ratio. The higher the compression ratio, the faster this flame front traverses the combustion chamber. Therefore, less ignition advance is required.

With the CR125 it is a somewhat more simple problem because the engine possesses a fairly narrow, high-speed powerband. Engines with a wider, or very wide, powerband become fully ignited well before Top Dead Center at lower rpm. This creates extra heat and some loss of available torque.

For your machine, I suggest you try retarding the timing about 1/2mm when using above 150 psi cranking pressure. This is assuming that you have not also modified the height of the exhaust port. If you

HOOKER 24



Torque 21



Bassani 21

Manufacturing

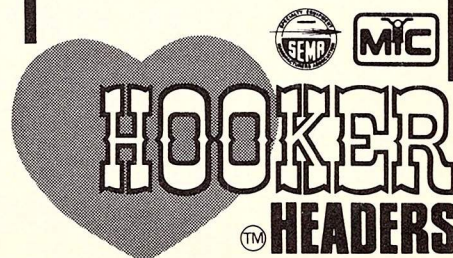


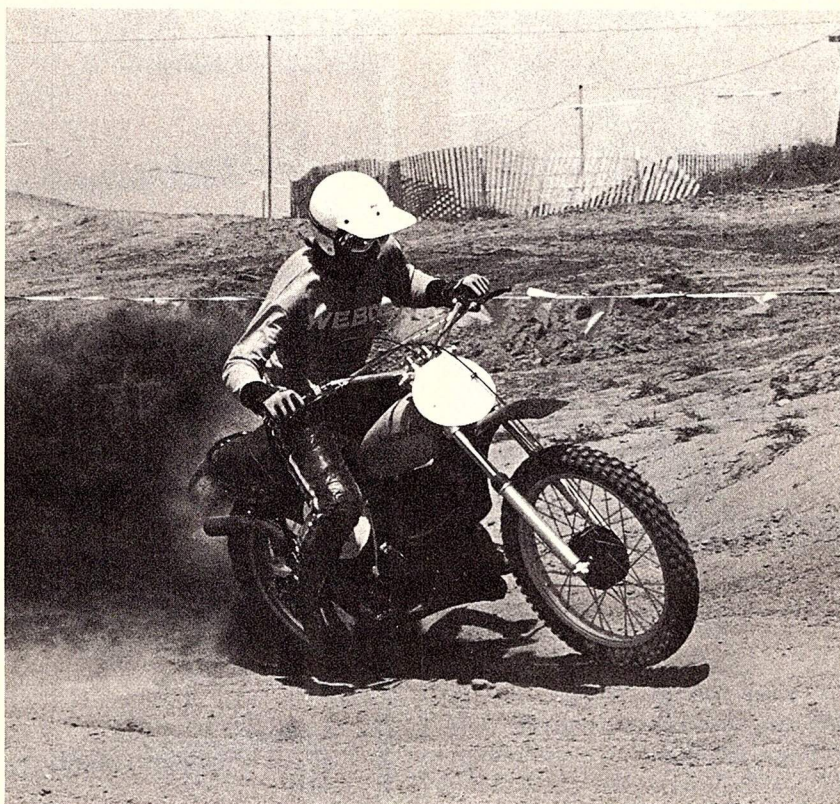
STOCK 20



Dynos tell the truth. Our popular Yamaha expansion chamber was tested against the stock system and chambers from two other manufacturers, Torque and Bassani.* The results: at peak horsepower Hooker produced 24.77 horsepower; Torque 21.82; Bassani 21.88 and stock 20.21. Seat of the pants testing is an important part of our design procedure. But when it comes right down to it, dynos tell it like it is!

* Testing was run at Hooker's California facility, February 18, 19, 20 on a Stuska dynamometer by Product Development Engineer, Dick Lytell. A 1974 Yamaha DT250A Enduro was tested with off-the-shelf tuners from Hooker # 26290, Bassani # DT250AB, Torque # 2458 and Yamaha stock. Copies of this comparison are available from Hooker Headers, 1032 West Brooks St. Ontario, California 91762.



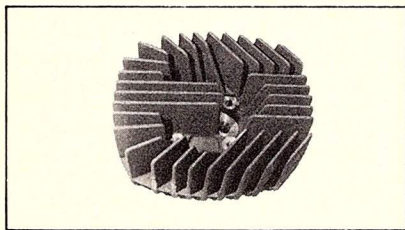


It's All In Your Head

Ever notice how good your bike runs after you've degreased the engine, hosed off the mud and polished up the chrome?

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were to raise the exhaust port, the effect in cranking pressure would be reduced, giving some misleading indications when you are testing maximum cranking pressure.

An easy guideline is to always reference the stock specifications, i.e. stock port height, combustion chamber or cylinder head, and timing. Then as you make modifications, such as a DG head, note the compression difference and experiment with retarding the timing slightly.

I've avoided any mention of the exhaust pipe or expansion chamber configurations, which also have an effect on exhaust port height, effective crank pressure and, of course, ultimately, ignition timing.

To assist in optimizing the compression ratio, timing, exhaust port and pipe configuration, you really need a dynamometer with some sensory controls on it. It's getting much more expensive already, but this is the way the factory does it, and if your intention is to improve upon that which the factory has generated, you must pursue a similar approach. Otherwise, if you hit on something that works better, it is purely luck.

Anyhow, utilizing the dynamometer, a cylinder head temperature thermocouple usually bolts underneath the spark plug (replaces the spark plug washer), and an EGT, or Exhaust Gas Temperature probe, drilled in the header pipe as close to the exhaust port as you can, will provide the necessary sensory devices. Fire the engine up to maximum speed, somewhere near 8500 to 9000; plot out a graph of the following readings: cylinder head temperature, exhaust gas temperature, torque. If the rpm is held constant, then torque is the only thing left to affect horsepower reading.

You will find that with a given compression ratio you can advance the timing so that you will minimize the exhaust gas temperature as well as the cylinder head temperature, and maximize your torque, or horsepower, in this case. Essentially, these three curves will intersect on the graph and that's the ideal timing for that rpm. Considering the normal operational powerband of the CR125, you may want to retard the timing a fraction from that point — since you may start on the pipe at

Continued on page 20

HOLE SHOT



Team Bengt Phorks is captained by D. L. McKiernan, who lives somewhere in Ohio and has supplied us with the following biographical information: 1. His wife's name is Martha; 2. He loves his dog, Oot Fang, the Siberian husky, and his cat, Fighting Joe Lardbelly, as well as Martha; 3. He rides a Husky; 4. His Husky is faster than his husky, but he's going to put a reed on Oot Fang; 5. DIRT BIKE makes fine bird cage liners; 6. It is not true that he falls down a lot.

You, too, can achieve fame and fortune — so to speak — by airing your thoughts here. Write to Hole Shot, DIRT BIKE Magazine, P. O. Box 317, Encino, California 91316.

It takes one hell of a lot of planning to stage a successful enduro. For example: there's the selection of time and place, choosing the route, obtaining landowners' permission or rerouting when you can't, getting AMA or other sanctioning, advertising the event, obtaining and emplacing the route markers (like arrows and danger signs), setting up route sheets, getting enough port-a-johns, planning the parking and the sign-up and the riders' meeting, et cetera, et cetera . . .

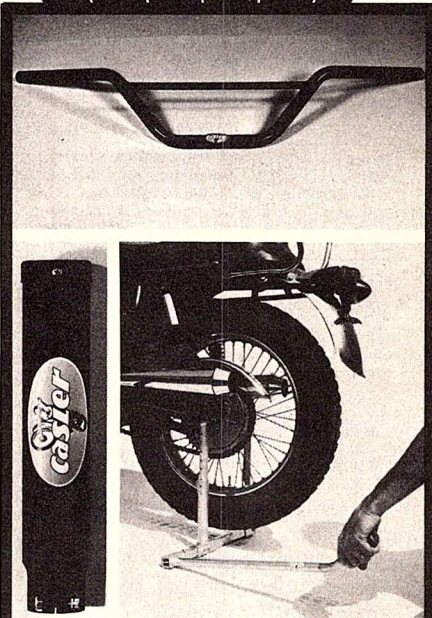
Most riders never glimpse or even dream of the staggering logistics involved; the only thing that they see is the end product. Consequently, even though the planners did a million-and-one things right, the riders only feel the impact of those two or three things that went wrong. In many cases these two or three wrongs are snivvies and not worth dicing over, but in some cases the riders are absolutely right to raise hell.

Some clubs have the knack of putting their enduros together in such a smooth fashion that the riders never bitch . . . they end up just laughing and joking and sucking up the brew and telling monstrous lies while waiting for the final scores to be posted. Other clubs manage to end up with an insane, angry mob of rabble storming the walls — raging, cussin', frothing at the chops, using a Rokon as a battering ram whilst screaming hawklike vows of undying vengeance.

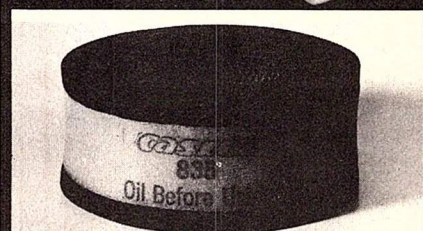
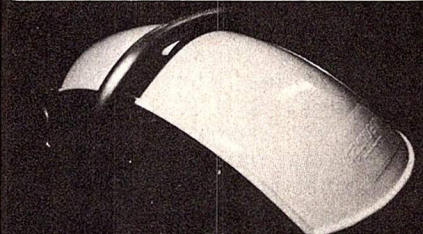
Usually the only difference between these two extremes is a small, tee-tiny, miniscule amount of foresight: Way, way before the event the good clubs place their collective mentality into the Norstars of the guy who's come all of these miles and paid \$\$\$ just to have a shot at wanna them tin cups with the Harley street bike on the top. These perceptive clubs look at their enduro through the eyes of the rider and try to spot the potential hassles and eliminate them before they occur . . . and when their vision is clear enough, they have a "good" enduro.

One of the most often overlooked things is the tyranny of numbers. By that I mean that some clubs seem to plan on having only two or three riders in their enduro; instead, there are maybe gonna be 300 or so riders in this damn thing. Their sheer mass is gonna cause all sorts of problems. Is there enough parking space for all of those trailers and vans and trucks and cars? Is there going to be a monumental traffic jam? How does a club handle that many vehicles? Who's gonna direct traffic?

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How do we sign up 300 or 400 riders? Once my club, Team Bengt Phorks, went to an event where they had one table with one guy who was signing up each of the several hundred riders, one . . . at . . . a . . . time; have you ever gone out of your hour before you even signed up? The perceptive clubs get several people signing up the riders, several others collecting fees, still others assigning rider numbers, etc., and they line things up so that the riders merely enter at one end to take care of this evil business and shortly pop out of the other end all signed up and clutching their numbers to their breasts. And, by Crom, they have enough pencils on hand to take care of the fact that riders now and then have to make their X here and there on the forms.

Have you ever seen 276 guys and three girls nervously jittering from one foot to the other and standing around cross-legged and nonchalantly hissing small talk through clenched teeth while waiting to get into the *only* john on the premises? Have you ever finally made it into the can only to discover too late that there is no paper? Need I say more?

There're going to be 400 sweaty souls writhing in a wormy mass trying to see the scores as they are posted. Remember, if they are posted way up high in big bold letters, then no one has to jump or shove to see them, or to crawl on hands and knees through 268 pairs of Norstars and Full Bores and Hi Points and Etceteras to finally poke his head out of this forest of buckles only to discover that he's looking at the posting for the Unlimited-A class and he rode in the Under-13cc-Z-Rider class and his score is posted way down there at the other end.

The tyranny of numbers also carries over into the riders' meeting. Even though you manage to get the 200 or 400 or so riders all jammed and clotted together, they still cover a lot of ground. And guys are coughing and sniffing and burping and making other bodily noises, as well as murmuring and grumbling, scuffling feet, whatever — and that's a lot of collective noise. And there's always some guy who never gets the word, so he's out there in the background checking the performance of his Okinawa Thooob without a silencer. Good clubs always have a Kung Fu expert on hand to

Continued on page 86

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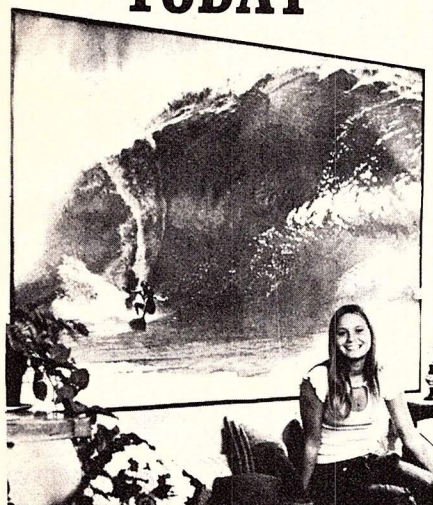
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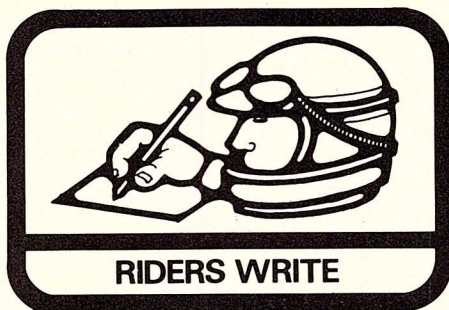
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RIDERS WRITE

A WHAT?

Are you planning to test the
Zimbazi 100 MX?

Cal Q. Later
Austin, Texas

Cal, you and Hertz Smith, Gerald Wilson of Team Bengt Spoons, Bernard Fitzgerald, Freaked-out Frank, Mike Johnson and W. R. Armadillo — all of Austin — are going to have to send us a Zimbazi to test.

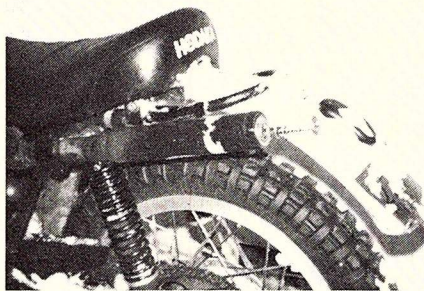
SOUNDINGS

One of our riding buddies just bought a Hooker pipe for his '73 RT3 Enduro, and that pipe may have one or two more horsepower, but it is the most obnoxious pipe I have ever heard. I haven't heard so much noise since some jerk ran an unsilenced Pursang out here. Hooker ought to be locked up in this day and age.

Douglas Weir
Wilmington, Delaware

I simply want to commend you and everyone else who displays the consideration for others that the "Less Sound, More Ground" motto implies. Sometimes it seems like I'm fighting a lonely battle around here . . .

Wesley H. Jacobs
Schnecksville, Pennsylvania



I bought a Casler "silencer" which refused to silence. So I put this AM/FM antenna on my bike and I just turn my radio up real loud so nobody can hear the bike.

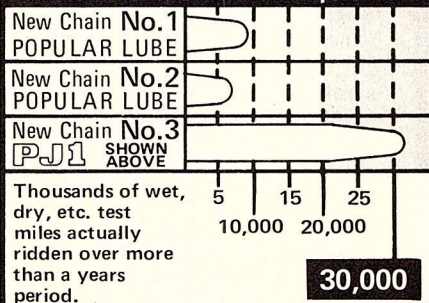
Joe Henry
Farmington, New Hampshire



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COMPLAINTS

1. My associates and I wish to (continued on line 5)
2. Our complaint is not about the material (cont. on 6)
3. DIRT BIKE's special departments, such as (cont. on 7)
4. in the basement of the Pink Pussycat Lounge (cont. on 11)
5. express our dissatisfaction with (cont. on 3)
6. in these departments, but rather with the manner in which (cont. on 9)
7. "Riders Write" and "Ask the Expert." (cont. on 2)
8. By the time I find the page on which the article (cont. on 10)
9. the material is arranged in your magazine (cont. on 8)
10. is continued, I can't remember if I am (cont. on 4)
11. or burning it backwards on my Yammy.

Omar Mung & friends
Austin, Texas

P.S. Viva Zimbazi!

Thumbing through an old DB revealed a sentence of truly bad taste: "The rear end of the bike danced around like a one-legged Armenian doing a folk dance." What are you? Wise guys or something? Armenians don't have one leg! Cut out the Armenian jokes or I'll see that your next shiskabob is burnt!

Chris Hatounin
Northridge, California

P.S. Nikon rules!

I have a friend who owns a '74 DKW springer. One day we argued over dirt and road racing. He says dirt racing is the best and claimed that any old dirt bike could smoke my beloved 125 Yamaha production racer and that if I thought I was right, why didn't I ride my bike in an enduro. So I said I knew I could do just as well as he could because he always DNFs by flipping end over end or centerpunching dune buggies

Continued on page 17

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RIDERS WRITE *Continued from page 14*
and stuff like that.

I guess saying that was a mistake because he got real red and bought street tires and some sprockets and went road racing. He won the next ten road races and even lapped me at Riverside last month. Now I can't get him to go back to flipping end over end in the desert.

He reads your magazine. Please make him go back.

Willie Winne
Norwalk, California

John Ulrich, go back to flipping end over end in the desert or else we won't pay you for the stories you write for us.

I find it hard to believe that you chaps fell for that crap that Kookie fed you about him being a senior citizen. The truth of the matter is that he is only 21 but has fallen so many times that he looks like a Basset hound and moves like a turtle. What do you think those medals on his back are for? That's right. He gets one every time he falls. And that carpet on the gas tank is a fire hydrant every time the old man goes WFO. To this day I am the only canine worthy of the title "Wonder Dog" because when I ride, I steer and work the throttle (and quite well, I might add). The dummy who opens my Alpo cans just sits on the back and hangs his footsies out around the corners.

Wrinkles,
The Original Wonder Dog
Austin, Texas

VARIOUS STATES OF MIND

Hey, what's this "Iowa (Iowa?)" business? Why don't you ever come to Iowa and learn to ride. By the way, we've got pit tootsies that could blow the brains out of your Bell, make your head seize, and foul your plug at the same time!

Eye O. Wah

In support of the anonymous Ames MXer and in defense of my home state, I'd like to point out several ways in which Iowa shames DB and California:

Corn — there is more corn on one acre in Iowa than in 1589 DB bench racing stories.

Hogs — Iowa hogs can grunt through mud better than the

torquiest enduro bike ever made, and they are completely waterproofed and come with custom-made, pre-fitted leathers. And they never foul a plug.

Other wildlife — the Beach Boys wrote a song about how they'd like all the farmers' daughters to move to California. But they didn't.

John Amidon
Westerville, Ohio

I'm sick at the way you put down Maine, and I wanted to tell you about a few factory mods on Maine since 1932. According to a rule

passed by Congress, all houses must be no more than one mile apart. In section two, all people who wish to may have indoor plumbing. Etc. We'd also like to challenge the staff of DIRT BIKE to a ski race. As in skis. With snow. You know, the white stuff.

Wayne Chandler
Portland, Maine

Great. Gunnar accepts the challenge for ski racing. Other than that, we have to apologize. You're right. Maine isn't funny. Not even half as funny as Iowa.

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- J. Light weight Motocross denims, inside sewn padding, zipper leg, built-in belt and buckle, colorful two tone racing stripe. Kids waist sizes are available in 22-24-26. \$16.95
Mens waist sizes 28-38. \$18.95
- K. Nylon vented racing jersey. Double reinforced elbows. All standard bike logos. Available in color combinations, red and white, blue & white, green & white, gold & white, blue & gold, silver & black, and black & gold. Bike logos on front and sleeves. Sizes Sm/M/Lg/XLg. \$9.95
- L. Rider Wear Helmet. Multiple air hand laminated fiberglass. Carries all approvals for street or professional competition. Available in magnum silver, white, or competition orange. Size available are Sm/M/Lg/XLg. \$19.95
- M. Rider Wear Mouth Guard. Comes with snaps and fastening kit. \$3.95
- N. Rider Wear Super Motocross Gloves. Soft, pliable, cowhide. Heavy neoprene backing, nylon stitching, no seams no palm to prevent blistering. Great for street use also. Sm/M/Lg/XLg. \$8.95

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CHECKPOINT *Continued from page 6*

teach him how to go slow and turn tight. Take a break. He's probably dabbled a lot and let the bike fall over once by then. But nothing serious has happened, so his confidence is up. Just what you want. Now take him across about five miles of whoop-de-dos. Banzai across so that when he finally shows up, you can have your helmet off and a cigarette lit. He'll be thinking that it wasn't so bad; you're just a little bit better than he is. But right before he gets to where you're stopped, kick it and start riding again. Do that all day. Wait until he shows up, then ride away. That's the penalty slow guys have to pay for going riding with fast guys. It's fair; remember when it used to happen to you?

By the middle of the morning, your riding companion is going to start dropping it in slow, sandy corners or stalling on hills. There is an etiquette to follow in these situations. Ride back to the top of the hill and stop to shout encouragement but don't get off the saddle. Or blast back to where he's trying to pick it up and spin donuts around him. After doing that a couple of times, you can deign to dismount, walk over, straddle the front wheel and straighten out his forks for him.

When he starts taking off his helmet every time he falls, you know he's shot. That's a stall. He has to catch his breath. Now's the time to ease up. Take him back to a trail you've already covered and let him lead; he'll set the pace and pick the turns. After stopping, be sure to tell him how you almost lost it trying to keep up. That'll give him enough to push on with the rest of the loop.

One last psych. At some point in the afternoon, stop alongside a grandfather hill and tell him how normally you go up that, but you won't today because there's a cliff and a drop-off on the way back down. He'll be extraordinarily grateful and offer to clean your leathers for you. Let him.

Try this when you're down. You'll feel so much better after doing it that you just might get into the middle of the pack the next time you race. It does work. I was so down that last week I had to take two guys out during the weekend. Now my confidence is up again. It make me feel so much better that now I can almost stay on the same lap with Gunnar and George. Almost. 

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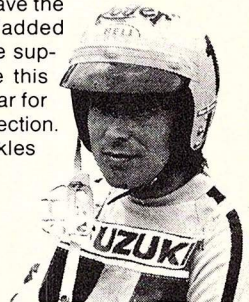
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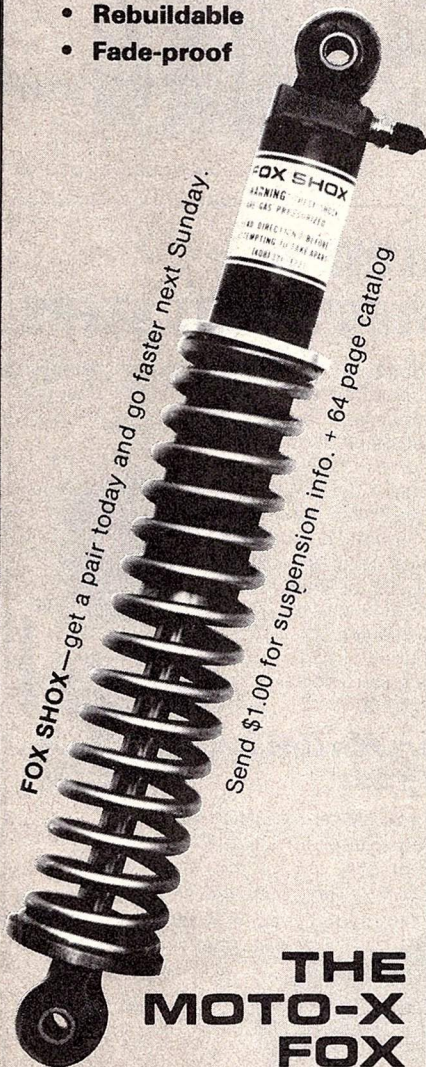
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ASK EXPERT *Continued from page 10*
6500-7000 rpm and would get complete ignition prior to the piston reaching Top Dead Center. The problem when that happens is that you raise cylinder head temperature unnecessarily and lose some heat, which is horsepower.

If you've got some money and time, consult with C. R. Axtell, Glendale, California. He's got a fine dyno facility and would be more than happy to assist you.

NEAT DEEK TRICKS

To say your products are great would be an understatement. I use just about everything on my DKW.

Here is the question: since you are familiar with the DKW (leading link), I was wondering if you could tell me the following:

[1] Would it be worth the extra money for lightweight rims and hubs?

[2] Does anybody make a plastic air box or lightweight swingarm?

[3] What company makes replacement shocks for the front?

Ray Park
Cummings, Georgia

Lighter wheels depend on how much money you have. I prefer Yamaha MX125 or 250 wheels with D.I.D rims. They are lightweight and have good, strong brakes.

I don't know of anybody making a plastic air box or lightweight swingarm. I would suggest you consider a floating mount for the front wheel brake. With proper mounting of the anchor arm on the leading link fork you can stop any rise or dive of the suspension when you brake or corner. That way you get maximum suspension travel. This, incidentally, is one of the main benefits to a leading link fork. On a normal telescopic fork, when you pull the front brake on, it collapses the front end, which makes the machine more difficult to control over rough terrain. With a properly set-up floating brake, or floating backing plate, on a springer front end, I can drive deeper into a corner and brake harder than with telescopics. This is because there is full suspension travel while braking.

Arnaco, with their adjustable dampening, makes a reasonably good shock for the front end, but I would suggest you also contact Curnutt — in 29 Palms, California — for some of their shocks. They'll

set the dampening just right for the front end, which needs to be very light. Plus, Curnutt shocks are very reliable, and don't die.

FMS-ING THE CAN-AM

I won a Can-Am 125 MX and I have been very seriously thinking about FMSing my bike.

What I cannot figure out is, where on my swingarm should I place my shocks in order to get 5-1/2 inches of shock travel? I've been taking measurements and everything, and it seems to me that the only way to get that 2-1/2 more inches of travel would be to mount the shocks at least halfway up on the swingarm, and that doesn't seem right to me. Do you guys have some type of formula or something?

What about Arnaco shocks? Would they work well for FMS? Would my S&Ws work well enough? How much do Curnutts run? How long could I expect a pair of shocks to last if they were mounted right in the 15- to 17-degree angle?

First, I have to get a decent pipe for my bike. Where could I pick up one of those?

Rod L. Spendlove
Anchorage, Alaska

First of all, I suggest you change the pipe. You can get a small Skyway or X-Dusor muffler to go on the end of the stinger. A special stinger needs to be attached at the end of the convergent cone that should be 4.7 inches long within .866 I.D. That seems to give the widest powerband and best overall top end. The small muffler can be 1-1/4 to 1-1/2-inch I.D. so that it won't affect the stinger tuning.

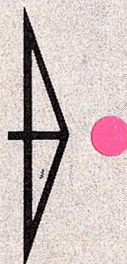
Mount the shocks 12.5 inches from the pivot on the swingarm. Try 115 to 125-pound Konis and use the forward mounting position at the top of the shock mount.

As I understand from Uhl's in Idaho, the most important thing to improve handling on a 125 Can-Am is to increase the front end distance, measured from the crankcase centerline to the front axle. Move it out about one to one and a half inches. This is done by adding a section onto the head crown. Idaho Bike Imports makes a kit for about \$50, or send them your frame and \$75 for them to do the modification. That makes it work right. Idaho Bike Imports' address is: 5604 West State Street, Boise, Idaho 83703.

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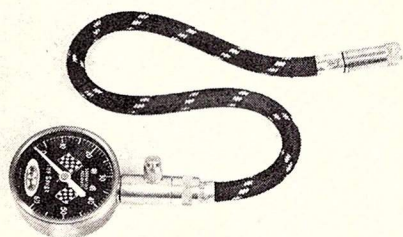
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NEW PRODUCTS

So you've been ordering stuff out of New Products — or just writing for info — and you haven't been mentioning DIRT BIKE. Do you realize how that makes us feel? Like homemade you-know-what. How do you expect all those companies to even know we exist? To know that only DB has a loyal readership? That we're in tune with what's happening? Oh never mind. But you better mention that you saw it here or we'll have Pete Dill draw you through Lake Erie with his Aquavarna.



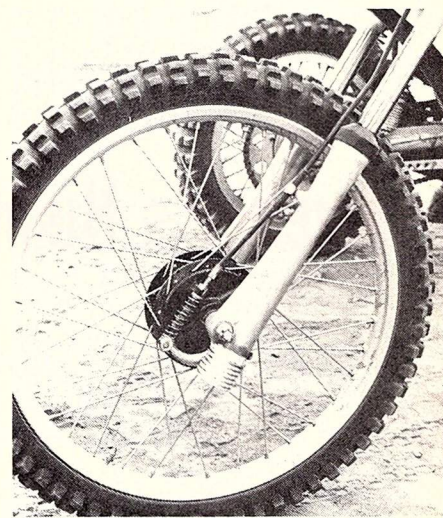
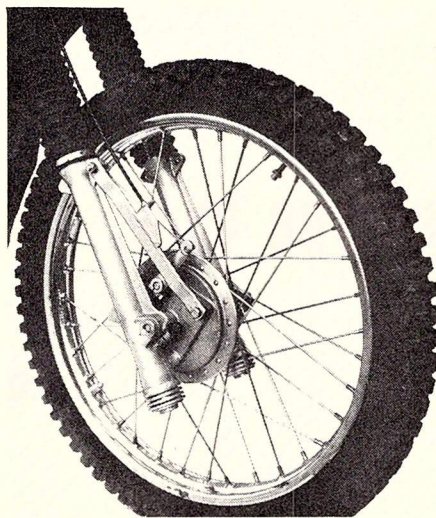
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Take the guesswork out of being close. This handy little zero to 60-pound pressure gauge is guaranteed accurate. Stop hand action indicates and holds accurate pressure reading and a bleeder valve enables you to dial in the pressure you desire. What could be simpler? Price is just \$9.95 postpaid (California residents add six percent sales tax), from Dick Cepek, Inc., 9201 California Ave., South Gate, California 90280. Free catalog available.



LOOKING FOR TRICK STUFF?

CMS has just announced the availability of their all-new illustrated catalog of racing parts and accessories. Just 50 cents directly from CMS Products, Inc., 2134 Old Middlefield Way, Mountain View, California 94043. Enough good stuff to make you drool and your wallet burn.



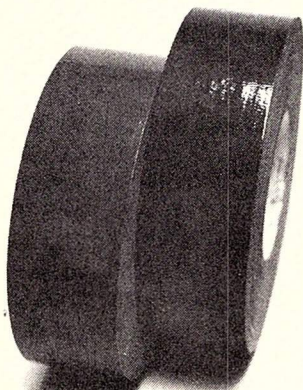
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Increases fork travel to a full 8½ inches. Early model Maicos ('69 to '72) go from 6 3/8 inches to 8½ inches, later models ('72 to '75) go from a stock 7 inches to 8½ inches. Zowie!! Not only longer travel, but more juice as well. Your gassy German forks will now hold 270cc of your favorite stuff. It requires welding, machining and assembling at the Wheelsmith shop. Kit consists of extended slides, modified dampening rods, modified dampening orifices, dampening tubes and

special fork springs.

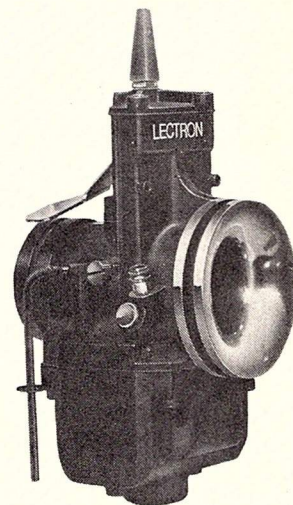
Just out of the pot is a similar setup for baby Elsie's. Same deal: Longer, nicer travel and increased oil capacity. It goes for \$54.95.

To order, ship your stock Maico fork tubes, slides and damper assemblies to Wheelsmith. Allow five days. Modified forks will be returned ready to install. Cost is \$65, plus return shipping will be C.O.D. Wheelsmith Engineering, 3635 W. McFaddin, Santa Ana, California 92704; (714) 839-0150.



STILL LOOKING?

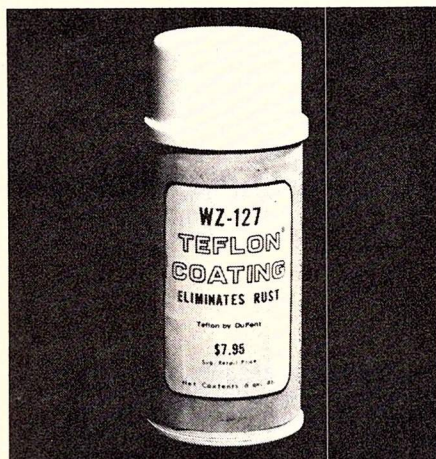
For red and blue duct tape, that is? It's the same red and blue that matches Bultacos. Available, where else, at Bul dealers all over, or directly from Miura Products, P.O. Box 62148, Virginia Beach, Virginia 23462. Get it. Stick it. It does. Stick, that is.



SLICK MIXER

Use what Bart Markel uses. Here's a unit that utilizes the variable venturi principle to deliver minutely atomized fuel-air particles in a more

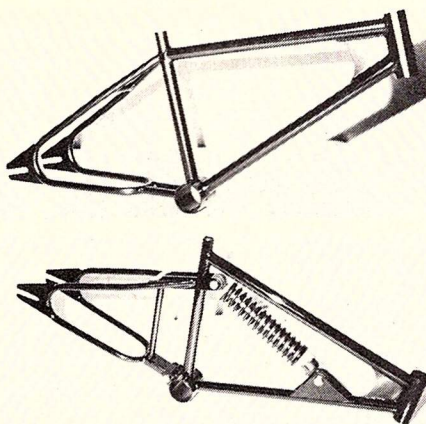
efficient and leaner-burning form than conventional carbs. So they say. So Bart says! "I am extremely enthusiastic about prospects for the Lectron unit in National competition." "In a year of on-the-track operation, it has proven its ability to outperform ordinary carbs." Features include a Teflon-impregnated guillotine slide for positive shut-down; flow-bench designed velocity stack for maximum airflow; dual float system to ensure precise fuel level under all conditions; fuel-air metering rod replacing conventional jets and needles; positive fuel shut-off to eliminate fuel waste; and an interchangeable idle stop for easy conversion from left to right-hand operation. If you need any more than that you'll have to write to Lectron Products, Inc., 1800 Stephenson Highway, Troy, Michigan 48084.



SO HOT YOU CAN FRY ON IT

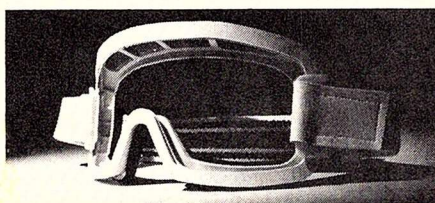
For a thousand years our only help in fighting rust and friction has been oil, but oil has problems. Oil has to stay wet in order to lubricate. If it is wet oil collects dust particles out of the air. These dust particles are abrasive and eat away the very surface it was meant to protect.

A startling laboratory breakthrough resulted in WZ-127 Teflon coating, which contains *billions* of particles of Dupont Teflon, each much smaller than a red blood cell. These particles are deposited in the pores of the metal surface, provide perfect dry lubrication, and are effective for continuous operation from minus 300 degrees F to plus 550 degrees F. A six-ounce can goes for \$7.95 postpaid direct from the manufacturer, with a money-back guarantee. BWC Chemical Division, Rt. 3, Box 105-DB, Cleveland, Texas 77327



BONAROO BMX STUFF FROM WEBCO

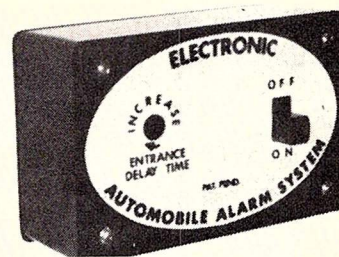
Sturdy construction, competition-evolved geometry and top-quality materials have made them the leader in BMX racing. Both the Hardtail and the Monoshock use a minimum of pieces for strength and weight reduction. Much stronger than any stock unit, and yet the Hardtail weighs only five pounds. The super-trick Monoshock comes with an S&W shock with a 75-pound spring that'll adjust to riders weighing from 40 to 250 pounds. Suspension soaks up the hard jolts that rapidly cause rider fatigue, to say nothing of greatly extending the life of the bicycle and all its parts. Both accept all standard 20-inch high-rise bicycle parts without alterations. The rigid jobbie goes for \$49.95 and the Monoshock is \$64.95 from Webco Inc., 218 Main Street, Venice, California 90293; (213) 870-7758.



SUPER SEALER & SEER

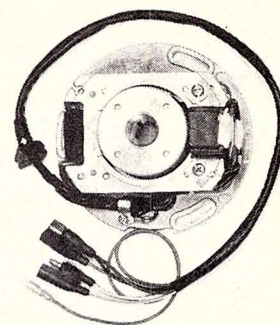
These goggles have been designed to be worn over a helmet and still seal against your face. Super Seer, the manufacturer, also admits that they're wide angle for good side vision, have a wide strap to keep them in place, and use slots for ventilation. From \$10.95 to \$16; with amber, clear, smoke, French gray, polarized and anti-fog lenses available.

You can find out more by writing Super Seer Corporation, P.O. Box 700, Department "I saw it in DIRT BIKE, the magazine with titanium staples," Evergreen, Colorado 80439.



BUY A LITTLE PROTECTION

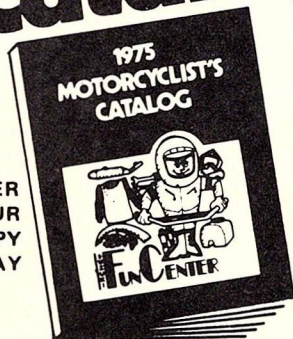
It won't protect you from flying rocks, debris and mud, but it'll help to make sure that you'll have something to ride next time you get the urge to go out and eat some. Dirt, that is. This little beauty is only 3 1/4 x 2 1/4 x 1 1/8 inches and can be mounted most anywhere. No complicated wiring required. Opening your door, hood, truck or whatever activates the alarm. Your horn blasts for two minutes, turns off, then automatically resets. Adjustable entrance delay allows you time to enter vehicle and disarm system. All that for only \$11.95 postpaid. With all the rip-offs that have gone down lately, it seems like cheap protection. For more information contact Detection Systems, Box 1112, San Carlos, California 94070.



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WEDA Instruments will transform your nonfunctioning Capacitor Discharge Ignition Stator Assembly from a worthless paperweight to a beautifully rebuilt, completely remanufactured WEDA rebuilt unit. They say that they use only the finest materials and each unit is subjected to extensive testing prior to leaving the factory. And they are *guaranteed* for one full year. All that'll cost you \$63.75. Presently available units are as follows: All internal rotor units for Yamaha, Suzuki, Kawasaki and Hodaka. Send check or money order payable to WEDA with your nonfunctioning unit to avoid C.O.D. charges. WEDA Instruments, Inc., 703 Highway 99E, P.O. Box 344, Aurora, Oregon 97002; (503) 678-5134.

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BITS & PIECES *Continued from page 7*

Gunnar and Chet got the good ones. The big trophies. Gunnar received a moose for second place Grand Prix, behind Jeff Wright. Chet got a silver turkey for Mr. Inspiration and a sky diver for best form on the ground, off-bike. He crashed the bike while stepping off to hand it to Gunnar during the Rag (magazine, get it?) Team race. George, Chet and Gunnar took third in that one. Berm Action Magazine won; Dick, Baz and Al (why cheese, because it's gold) Baker.

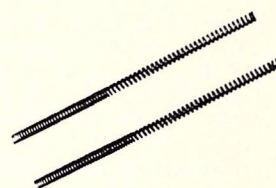
If we wanted to snivel about it we could claim first Rag Team and first Grand Prix. We left Jim Connolly home, but some of those other mags brought out their non-staff test riders. But we're not going to snivel about it. Not at all. Why should we snivel about such a gross injustice, such a malevolent miscarriage . . .

What it was was a new model presentation of the RM125 motocrosser hosted by Suzuki at Indian Dunes. There were about 15 RMs and numerous scribes invited to preview the new machine. Went pretty good. Watch for a test, most likely next month.

Continued on page 93

OCELOT

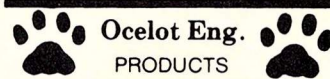
Quality Products



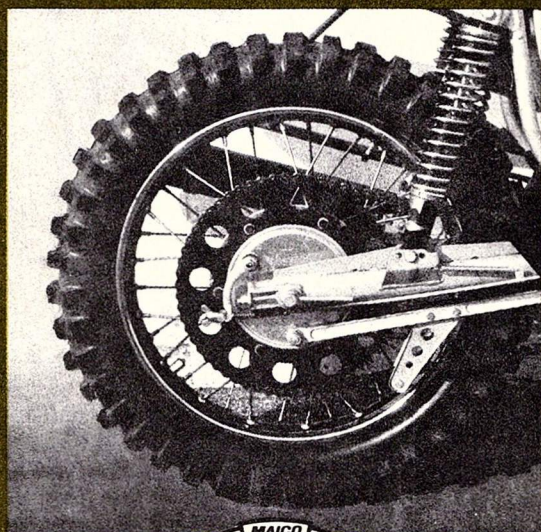
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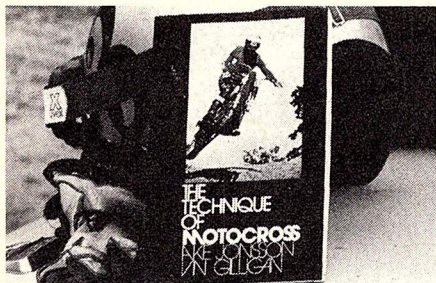
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The best handling rear suspension in the world!

Everyone is copying Maico's original forward design shocks! Some have even come close, but none have been able to duplicate Maico's handling qualities, with long travel rear suspension. Among the new features are three positions on the swingarm ■ Maico's forward mounted shocks compress the shock springs at a consistent angle and rate all the way down. This provides smooth, controllable springing and shock action. ■ Maico's highly successful long travel rear suspension, combined with Maico's unsurpassed front forks, adds up to the BEST handling machine anywhere...at any price! ■ And you can buy the new Maicos, ready to race right out of the box. Combine all this with traditional German precision and craftsmanship, and you've got a winner...MAICO.

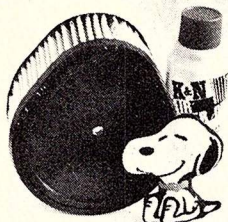
STUFF

This column is dedicated to the proposition that there are some really swell products floating around that we ought to let you know about. We give you fancified press releases in New Products, but nothing will appear in STUFF that the staff and staff consultants haven't used themselves. Readers are invited to participate. Address your recommendations for product evaluations to STUFF Editor at good ol' DIRT BIKE, where the proof goes in before the label goes on.



HOW TO GASSIT

Zeal said we should put this book in Stuff because it's good. Others who've read it agree. Written by Ake Jonsson, with some English language assistance by Van Gilligan, it deals very specifically with what it takes to do some serious motivating around the track. Inside tips. Right now: are you using your front brake to change lines when passing, do you use your rear brake going uphill or over whoopdies? The book goes for \$4.95. Over 200 pages. Look for it at your local dealer or order directly from Paul Oxman Publishing, 2051 S. Lyon St., Santa Ana, California 92705.



K & N AIR FILTERS

****•&S%#*** That's what one of our staffers was saying after losing some time during a Two Days having to change a dirt-clogged oiled foam air cleaner. Reason for the obscenities? Because he had been running a K & N filter but switched because it wouldn't fit in his new high zoot plastic air box. The K & N is going back on. It had already survived two-day enduros without requiring

replacement.

K & N's were developed for long-range endurance and have been on winning bikes in desert races like the Bajas and Mint 400. Dick and Gunnar's bike (first 125) for the Mint last March had a K & N.

The K & N's look different than other filters. That's because they are. They utilize gauze within a pleated or accordion-type arrangement to allow for a greater breathing surface with the same size filter. When used with K & N's filter oil they actually use the dust and dirt trapped inside as a filtering agent.

Racers will clean it every time but cowtrailers can resort to merely removing the filter, tapping it against something to shake off surface dust and reinstalling it. Some riders we talked to go three or four races just tapping it before they clean it. Not necessarily recommended, but the filter still works.

K & N also makes filters for your Yamahauler, pickup or van. Typical truck filters are barely acceptable for city driving. Think about how grossly inadequate they are for dust driving in the boonies.

Check with your local dealer regarding K & N filters, oil and filter cleaners. Or write to K & N, Box 1329, Riverside, California 92502; (714) 682-8813, for more information and a catalog.



ESCAPE BY TRAILBIKE

If you're into going explorin' on two wheels and not takin' no for an answer, try this book. Written by

two observed trialsters, Wiltz Wagner and Bill Brokaw, it relates basic and advanced trials riding techniques to trail riding. There are plenty of pictures to show how to handle off-camber U-turns, climb buildings, pop wheelies and ride backwards, as well as more mortal maneuvers. The authors take it step by step and suggest a progressive practice program. Recommended reading. If you're the gassit type, learning to ride better slower can make you go faster faster. Ask Roger. The book is \$3.50. California residents add six percent sales tax. Order from B&B Specialties, P.O. Box 9364 Marina Del Rey, Ca. 90302.

HUMONGOUS BOOT SURVEY

Now, in the privacy of your own home, you can play Blast Those Boots, or Froth Over Your Footwear. Fill us in on the history of your boots. Are they good, will you buy another pair, do you hate them, did you wear them once and trade them for used Chippewas, what fell apart on them, have they broken in yet, and who knows what evil lurks in the minds of men?

After everybody responds we'll collate the results and also total them up and publish it all. Names named, winners, losers, all that rot. Learn which boot makes the best emergency spark arrestor. And just to make things interesting we'll draw three names at random from the survey responders and award them a pair of brand-new Full Bore boots. Wanda Lou and all employees of DIRT BIKE and their heirs, assigns and sycophants are not eligible. Mail to: Boots Survey, DIRT BIKE Magazine, P.O. Box 317, Encino, California 91316.

HANDY COUPON

Make of Boot _____

Style _____

Break in was

- ☐ Brief
- ☐ Excruciating
- ☐ Never ending
- ☐ Acceptable

After break in boots were:

- ☐ Still hurt
- ☐ OK
- ☐ Yummy

Durability - How long did/have the boots lasted:

☐ Estimated number of riding days

Rate your boots for foot and leg protection:

- ☐ Excellent
- ☐ Good
- ☐ Acceptable
- ☐ Poor

What problems, if any _____

Will you buy another pair of this brand? ☐ Yes ☐ No

If yes, why

If no, why

If no, what brand will you buy?

Name _____

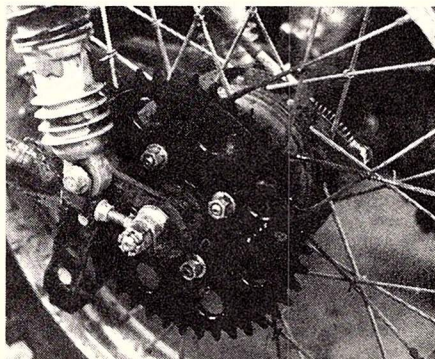
Address _____



BRIGHTER THAN A QUIZ KID

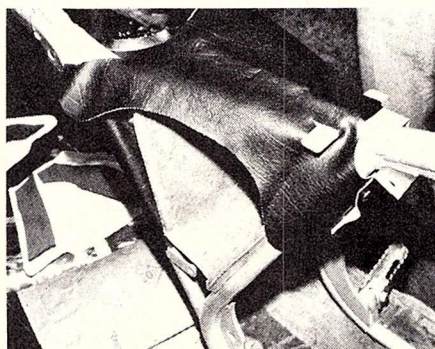
Worried about getting lost in the fog or a tropical rainstorm? What to do? Carry a compass? No. Wear international orange, the worldwide distress color. The LeMans rainsuit offers a third alternative to a choice between getting wet in the woods or staying dry by bundling up in 26 pounds of greased cotton. The suit is made of lightweight, waterproofed nylon with waterproofed seams. The jacket fits easily into something like a Bultaco belt pouch and you still have room left for your screwdriver. Good for trials or trailing. Want the pants along too? Scrunch the suit up in a little ball and both top and bottom will still fit. If you have a

size 12 foot the pants won't fit over your boots unless you help them with a little nick from a razor blade. Don't forget to sew it up. Retail for \$29.95. For more information write Parts Unlimited, 206 West Lawton, Edgerton, Wisconsin 53534; (608) 884-3476. Dealers can send for their catalog. They also make a heavier enduro suit for \$49.95, if you're a lookin'.



520 CONVERSION SPROCKETS

Running 428 chain? Want to put on the heavier-duty 520 stuff? A lot of 125 racers are making the switch. Dick Miller runs the C.T. Alloy conversion kit on his 125 Baja winner, the one he rides with Preston Plastic and Gunnar SMK. The kit provides a 12-tooth countershaft sprocket and whatever rear you specify. Made of aluminum alloy with a special "Blackloy" surface for extra strength. Kits are available for the 125 Elsie and the following Hondas: AT, CT, the CB, CL and SL100s, the SL125, the CB and CL160s, and the CL175. Also the 125 Suzi racer and the Hodaka Wombat. You can order from your dealer. For more info write C.T. Alloy sprockets, P. O. Box 577, Oregon House, California 95962; (916) 692-1678.



PURSANG PURIFIER

If you're given to piloting your personal Pursang through all manner of mud, muck and moisture, consider this air box cover. It seals completely and makes you brave when you

come to mudholes. We've tried it; it works.

Ours came with a good letter, too: "Chet, the Bultaco air box cover in the bag is the one available from Miura Products for \$8.95. The whole nine yards — gaskets and official yellow two-sided instruction sheet is \$17.95. As a magnanimous gesture — especially considering my condition this morning — I'm going to sponsor DB for the cover and gaskets — I don't feel up to writing out a slip. Please mention my name in your magazine so I won't be forgotten when I die (which may be later today). If there is anything else I can do for you, feel free to get in touch. — Greg Tutmark, Resident Bultaco Wizard (w/hangover)"

Get one from University Honda/Bultaco, 5908 Roosevelt Way N.E., Seattle, Washington 98105; (206) 524-6282. But don't call Greg on Monday mornings.



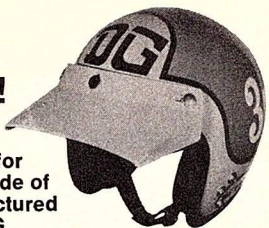
SOMEDAY EVERYTHING WILL BE LIKE BORE AND STROKE

There's no stopping it. Just like the Johnstown flood, or O. J. Simpson on a good day, a change is gonna come. What change? Metrification, of course. No more inches and feet. Plenty of silly little millimeters. Don't get caught with your yardstick showing. Think metric. Doug Richmond has put together all the conversion info plus handy equivalent value tables to keep you from going bananas. Need the metric equivalent of every U.S. tap drill from 1/16-inch up? You got it. Specially designed for note making, grease absorbing, dim light reading. Put it in the toolbox. Price is four dollars, sent anywhere on earth. Astronauts may write for special outer space offer. Get it from Dos Reals Publishing Company, 2490 Channing Way, Berkeley, California 94704. By the way, Doug has authored another book with a bit more plot than this one titled *How to Select, Ride and Maintain Your Trailbike*. Good book. You can order that one from H.P. Books or The Dirt Rider.

| HANDY COUPON | |
|---|---|
| Make of Boot | _____ |
| Style | _____ |
| Break in was | <input type="checkbox"/> Brief <input type="checkbox"/> Excruciating <input type="checkbox"/> Never ending <input type="checkbox"/> Acceptable |
| After break in boots were | <input type="checkbox"/> Still hurt <input type="checkbox"/> OK <input type="checkbox"/> Yummy |
| Durability | How long did the boots last (ed) <input type="checkbox"/> Estimated number of riding days |
| Rate your boots for foot and leg protection | <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Acceptable <input type="checkbox"/> Poor |
| What problems, if any | _____ |
| Will you buy another pair of this brand? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| If yes, why | _____ |
| If no, why | _____ |
| If no, what brand will you buy? | _____ |
| Name | _____ |
| Address | _____ |

DG Logo TEAM HELMET! \$45.95

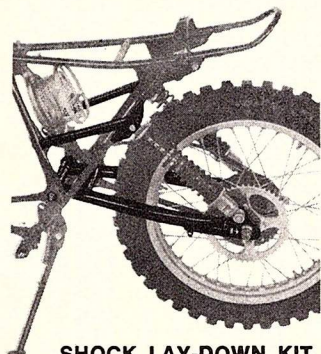
Use your head for
KRW's best grade of
helmet manufactured
specially for DG.



Book of Tricks for 1975 \$1.00

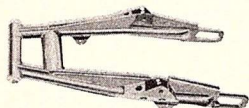
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SHOCK LAY-DOWN KIT \$109.95 (most models)

The ultimate in suspension. 3-way adjustable. Includes complete Lay-Down Swing Arm Assembly of chromoly with bronze bushings and Top Assembly Mounting Bracket. (Welding required on top bracket). Available for: CR125, CR250, 125YZ, and Husky. (Soon Available for TM125, TM250, TM400, MX250-500).

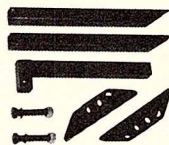


Forward-Mount Swing Arms

Available for: CR125, CR250, XR75, 250YZ, MX250-500, TM125, TM250, TM400, KX125, KX250, KX450, Husky, Monarch.

LAY-DOWN TOP KIT \$26.95

CR125, 250
MX250-500
Available separately from Lay-Down
Kit.



FORWARD MOUNT TOP KIT for CR125, 250, XR75 \$16.95

SWING ARM BUSHINGS Bronze. CR125, 250, TM125, 250. \$12.95



MONO-FRAME

NEW

XR75
YZ80

DG's Mono-shock frame uses 4130 chromoly with gold-anodized cadmium plating. Heliarc welded for max. strength. Won't scratch, chip or peel. Stock components fit. Frame only

XR75 \$295.00
YZ80 \$325.00
with Gas Bilstein shock
XR \$349.00
YZ \$379.00

*SOON AVAILABLE... CR
MONO-FRAME WITH TWIN
PARALLEL SHOCKS.*

NEW PIPES FOR 1975

The TORQUER Completely new design.



CR125 \$48.95, CR250 \$58.95
The TORQUER-TOO \$48.95 for
KX125, KS125, TM125, YZ125, YZ80



The HI-TORQUER CR125, CR250 \$69.95



MR175 ENDURO PIPE
for the hot new Honda \$58.95
with spark arrester \$64.95
Enduro Pipes also for
MT125 (\$47.95), MT250 (\$57.95),
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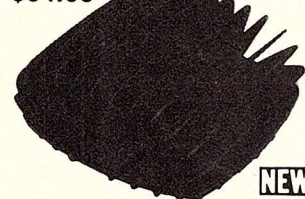
TIGER TORQUER-A All aluminum for XR75 \$42.95

Available soon for other
makes and models.



Steel Tiger Torquer, XR75 \$32.95
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NEW CR250 RADIAL HEAD \$64.95



NEW

13 radial fins for superior cooling.

NEW! NEW! NEW! NEW!
DG DOES IT AGAIN!
17-FIN CR125 RADIAL HEAD.
Still only \$39.95



Large
volume
INTAKE
MANIFOLD
for 30mm Mikuni
\$6.95



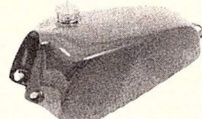
MIKUNI
\$35.95
30mm
Jetted for
CR125.



AIRBOOT
for adapting
30mm Mikuni
to CR125.
\$5.95



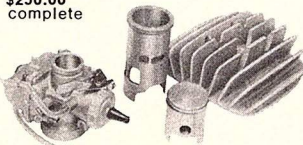
NEW! REPLICA TANK



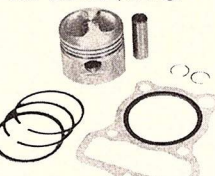
NEW
\$41.95

Exact "RC" Replica Gas Tank. Maico-type fiberglass construction like the big enduro bikes... Bultaco Montessa, Penton, etc. Looks like the Honda Factory Race Team equipment. Honda Red or DG Yellow. Uses stock Honda gas cap.

DG's 100cc KIT for CR125 \$250.00 complete



New concept, no reed. Includes: Radial Head, Mikuni Carb, Cylinder Liner, Piston, Rings, Gasket, pressing cylinder liner into your barrel and custom porting.



NEW
81cc
BIG
BORE
KIT
for XR75
and SL70

Increase engine displacement to maximum permitted in Mini-cycle class. Includes: high-compression piston, rings, pin, cir-clips and gasket \$32.95

DG MX SOCKS \$6.95
Hi-qual., yellow 'n blue, 90% acrylic, 10% elastic, one size fits all.

DG Super LEATHERS \$69.95

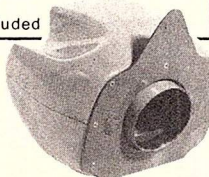
XR75 Aluminum EXHAUST MANIFOLD FLANGE \$4.95



NEW! CR AIR BOX

A DG Original. Completely enclosed; dust-proof; waterproof. Uses Penton-type Foam Filter Element (the Phase II by JT). Larger air volume for increased performance. \$39.95
filter included

NEW



The NEW one

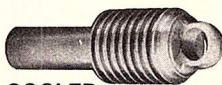


BOGE SHOCKS \$54.95/pr.

The "rebuildable"
in 11.75 or 13".

DG's SHOCK COOLER

Finned aluminum shock body with larger fluid capacity. For 11.9 and 12.9 Koni; 11.75 and 13" BOGE. \$44.95/pr.



NEW! The hard-to-find GIRLING GAS SHOCK NEW 12" and 13".

DG CHAIN LUBE \$1.65

Allan-Head Bolt Set \$3.95

CR125 Clutch Springs ... \$6.95

DG logo HOT HAT \$1.25

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DG yellow with blue logo, adjustable strap.

DG logo T-SHIRT \$4.50

100% cotton, assorted colors, S-M-L.

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Hi-qual. nylon. Gold with blue logo. S-M-L.

DG logo SWEATSHIRT \$7.95

Hi-qual., 50% polyester, 50% cotton, S-M-L-XL.

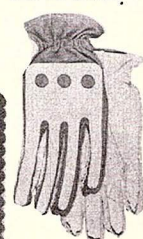


NEW

DG Super FORK OIL Heat-resistant, non-foaming. 16 oz. \$1.25



DG GLOVES Trick-looking, long-lasting, race tested. S-M-L. \$17.95



NEW

FORK BOOTS \$7.95/pr Protects front fork works.



FIRST '76er



Slim, high and light.

You have to admit that it is unique. Driving around town with a bike that looks like it doesn't have any rear shocks is class, pure class.

Pseudo-dirt bikers and street-type people always check out the bike in the truck next to them. They'll give a quick glance and then do a double-take. Their stare will turn to a gawk of amazement. All the while you gaze nonchalantly ahead at the red light or pretend to play with the radio. You know you have something worth looking at. It's like being in the commercial where the little kid or the beautiful girl points to the guy next to them on a street bike. Just stare ahead and maybe give them an arrogant smile just before you pull away.

But beyond the ego trip owning the Monocross will inspire (at least until there are more of them around and everyone has seen one), the Yamaha is genuinely different and genuinely better than past Yamahas.

It's fast, it's yellow, what more could you want?

YAMAHA YZ125C MONOCROSS

by the Staff of DIRT BIKE



Years of research have gone into the perfection of the monoshock system, and all that work really shows in the finished product. The engine also shows what refinement can do — though there are problems that we will get into later.

SOME HARD CORE FACTS

If you want some facts that you can sling around at parties and amaze your friends with, here they are. Some represent major improvements over last year's YZ and some are outright new developments.

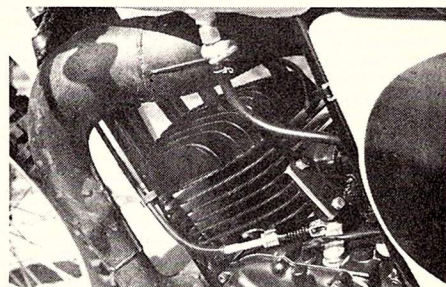
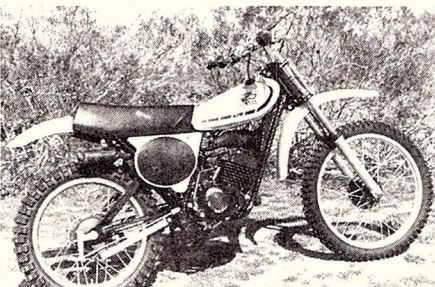
As far as the engine goes, Yamaha is getting a respectable amount of power out of the Mono. The dyno shows right about 20 horsepower for the YZ, and riding it confirms the numbers. Carburetion helps: they are using a 30mm Mikuni in place of last year's 28mm. This year's reed valve is also improved, or at least larger, using a six-petal model in place of last year's two-petal. The different carburetion helps provide the horsepower gain, but it does sacrifice some at the bottom end.

Showing some real thinking, Yamaha has replaced the chrome-lined barrel (that couldn't be rebored) with a standard steel-lined barrel (that can be rebored). Of course this is what they should have been using all along, but better late than . . .

The ports have been, respectively, either raised, lowered or widened to get the bike to go faster. This year's pipe is a little different with its impressive foot-and-a-half-long stinger. It brought a few laughs, but it gets the job done. Also, it didn't crack or fall off as seems to be the habit with Yamaha pipes.

The wheelbase is just under 54 inches, which isn't long, and it feels even shorter. Rake and trail are standard: 31.5 degrees and 5.51 inches. On the front end are a pair of forks straight off a Yamaha 250, which means they are just fine for the 125. Instead of an abundance of magnesium (good for impressing people), Yamaha has gone to more aluminum. Aluminum parts now include rims, hubs, levers, gas tank and fork crowns.

Another impressive feature is the addition of the six-speed gearbox, replacing last year's five speeds. Crankcase size is the same; Yamaha merely narrowed down the size of the gears to squeeze them into the cases.



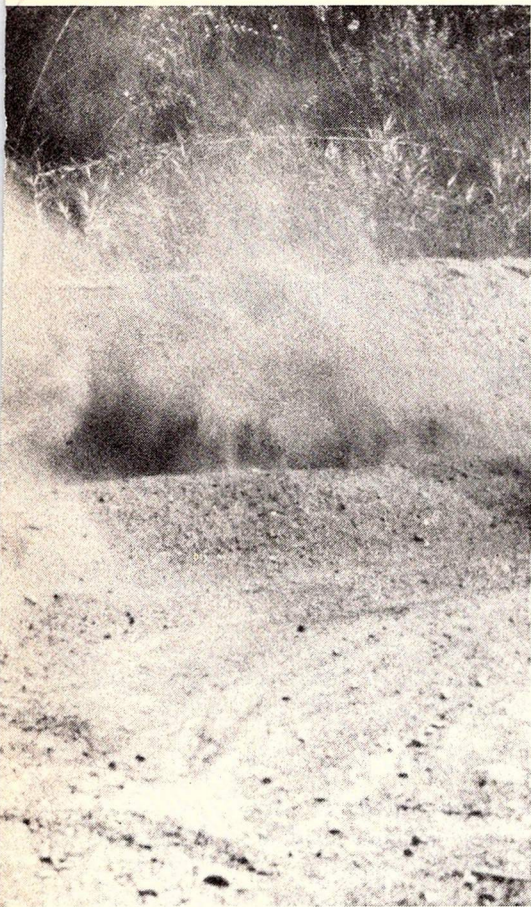
GOING IN CIRCLES

With all this neat information floating around in our heads, we headed out to the motocross track to experience Yamaha's theories in action. Hop on the bike and it's tall, not annoyingly so, but definitely high. Bars are comfortable. (Japan finally figured out what shape Americans like.)

So it feels good. Start the thing up. First kick? Of course. It even idles. After a practice lap a few things are apparent. The same dumb Yamaha rear brake is there: give it a dab and it immediately locks up. As usual, the front brake is exactly the opposite; everything you could hope for in a front brake. Power is smooth, but nothing tremendous at the bottom end. The ride is stiff, but

A trifle high and oversprung if you're anywhere near 100 pounds, but think how much faster it will be.





not uncomfortable.

Time for the real test to begin. Just how fast can we go on this 125? The line formed according to seniority, strength and cleverness; eventually everyone got to ride. The opinions began trickling in. It's definitely fast. Can we all agree that it is as fast as any stock 125 around? Easily. And maybe nearly as fast as any modified one-two-five we've come across. Power is smooth and predictable, but there is that old, familiar surge about 5000-6000 rpm, only it is disguised a little this year. It doesn't throw you sideways when that power really comes on, but there is a good deal of sudden wheelspin.

Another point everyone can agree on: you have to be in the right gear when you enter a corner. If you let it down off the power, you're going to have trouble getting out of the corner faster than a walk. Keep it on the pipe and any other 125 will be hard pressed to stay with you.

On to the handling, which everyone really wants to talk about anyway. Ahh! Unhh. Ohhh! That means, respectively, "great," "let's

talk about it" and "different." And these comments refer mainly to the rear end, which everyone, obviously, was thinking about when they first hopped on the bike.

First, the "ahh." "It soaked up everything crummy I could run over and made it feel like I was riding on the level." The "unhh." "Well, it's good. It is as good or better than any well-prepared forward mounted setup. But remember, Yamaha has been perfecting this particular system for a few years now. No one else has put that much time and money into one particular forward mounted setup. Yes, the monoshock is probably better than anything on the market, but who can say how long it will stay there?"

We asked the "Ohhh." "It is different. But it's hard to separate the suspension from the handling. It handles quick, which isn't to say bad, once you get used to it; but it doesn't slide very well. That rear suspension is great and the forks are good. Coming into the straight if you sit back and let the front end glide, and the rear end take the punishment, it goes perfect."

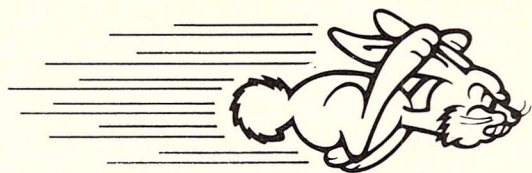
Watching people ride it emphasized one point: it really did turn quick. This made everyone want to use more body English. And no one was really sliding it much. And a strange thing happened when anyone braked hard into a corner that had potholes or whoops in front of it — the rear end would side-hop ever so slightly. This is due, certainly, to the rear being oversprung. Some shock tuning will eliminate the problem.

With general likeableness discussed, we still had not answered the basic question: "Could we ride this bike as fast or faster than other 125s?" Most people said they easily could. As fast as whatever bike they were used to. And most of those bikes are modified. When comparing it to other stock 125s, everyone said it probably could be ridden faster.

Another important consideration, beyond how we liked it, was whether we had any mechanical problems with it. On the motocross course nothing broke, fell off or quit running. But Jim Connolly reported a noticeable lack of power when the bike got hot. Back to the track to see if anyone else noticed it. Yes, it certainly does lose power after it has

Most any gear wheelies were a pleasure and controllable.





Run with the rabbit—the hair-raising new high-performance synthetic cycle oil from Union Carbide

Specially designed synthetic oil, both 2-stroke and 4-stroke, offers several distinct advantages to provide reduced maintenance costs and longer engine life.

2-STROKE HIGH-PERFORMANCE SYNTHETIC OIL:

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Has high film strength to minimize wear.



4-STROKE HIGH-PERFORMANCE SYNTHETIC OIL:

Surpasses API Service SE requirements; can be used for SD, SC and MS service (SAE 10W-40).

Has high natural viscosity index.

Maintains high film strength to protect against valve train wear and extend engine life.

Protects against high-temperature oxidation and deposits, sludge, varnish, rust and corrosion.

Run with the rabbit—it's worth every penny in performance!



From Union Carbide, maker of PRESTONE II® and other superior motor products



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YAMAHA YZ 125 C

PRICE (retail, approx.) \$995
ENGINE TYPE Sgl.-cylinder, two-stroke
 with reed valve
DISPLACEMENT 123cc
BORE & STROKE 56mm x 50mm
COMPRESSION RATIO 7.5:1
CARBURETION 30mm Mikuni
HP AT RPM 19.9 at 9500
CLUTCH Wet, multi-disc
PRIMARY DRIVE Gear, 74/19
TRANSMISSION RATIOS:

- 1) 2.538:1
- 2) 1.933:1
- 3) 1.555:1
- 4) 1.300:1
- 5) 1.142:1
- 6) 1.045:1

FINAL DRIVE:

- 14-tooth countershaft
- 45-tooth rear sprocket

AIR FILTRATION Wet foam
ELECTRICAL SYSTEM Hitachi CDI
LUBRICATION Pre-mix, 20:1
RECOMMENDED FUEL Premium
RECOMMENDED OIL Vegetable base
FUEL CAPACITY 5 liters (1.3 gallons)
FRAME Tubular steel double cradle
SUSPENSION:

- Yamaha Fork,
- 19.5 cm travel (7.68 inches)
- Monoshock, 16 cm travel
- (6.30 inches); measured at
- the rear axle

WHEELS & SPOKES D.I.D rims
TIRES:

- Dunlop 3.00x21
- Dunlop 4.10x18

DIMENSIONS:

Wheelbase 137 cm (53.9 inches)
Swingarm length 45 cm (17 3/4 inches)
Ground Clearance 25 cm (10 inches)
Bars, width 89 cm (35 inches)
Pegs, width 43 cm (17 inches)
Pegs, height 31 cm (12.2 inches)
Seat height 85 cm (29 inches)
Fork angle 31.5 degrees

Weight:

- 88 kg (194 pounds) actual
- with one gallon of gas;
- 87 pounds on front wheel,
- 107 pounds on rear wheel

BRAKES:

Front Cable-operated drum
Rear Rod-operated drum

INSTRUMENTS

None

LIGHTS

None

SILENCER

Yes, quiet

SPARK ARRESTOR

None

PRIMARY KICK

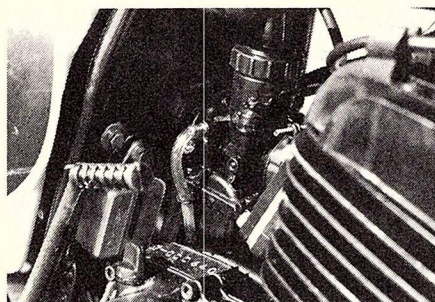
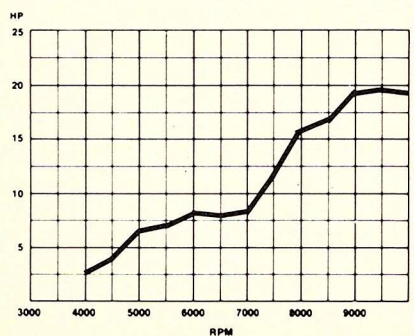
Yes

WARRANTY

None

PARTS PRICES

N/A



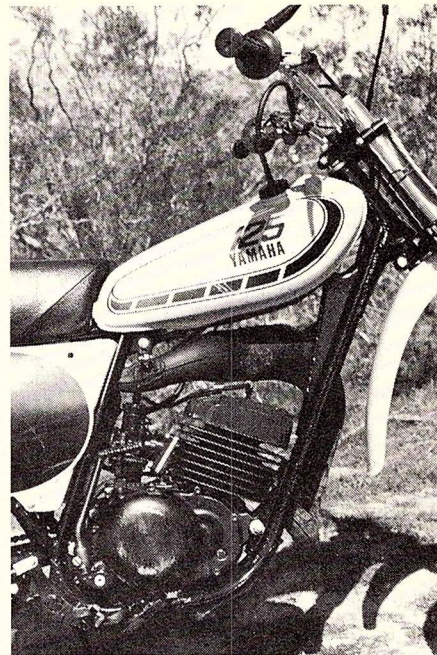
Part of the Hitachi CDI unit sits right behind the 30mm Mikuni.

really been screaming for a while. But it is so gradual that it is hard to discern.

IN THE DESERT

A phenomenon is sweeping the desert. It is called the Monocross. In the past year almost all the top riders have jumped on board a 250 or 400 Mono and they are literally winning everything. So we thought we had better try out the 125 to see if the craze would hit the 125 class.

Our senior desert editor slapped his desert number and three-gallon tank on it and we stood back to see what would happen. The combination play-day/try-it-out-day before the race brought favorable first impressions. "You never have to let it down off the pipe so you can always be using maximum horsepower. The



rear end is stiff but sit back on it (like you should in the desert) and it soaks up everything. It is nice and high so you don't get cramped riding for a long time. Nice. I'm gonna win Sunday."

Now, an odd thing happened Sunday. The Yamaha top end completely destroyed itself. We wanted to know why. Yamaha wanted to know why. You probably want to know why.

Yamaha International tore it apart and began analyzing. The most obvious thing was a terrible case of negligence on our part — a dirty air cleaner. We forgot how really bad the stock foamy thing is. Yamaha told us we ought to clean the air cleaner every two to three hours of riding time. Maybe for their air cleaner, but many of us here have run Filtrons, Twin Airs and K&Ns for five times that long without any problems. So, we warn you: don't underestimate how bad that air cleaner is.

Next problem. Again our fault. Yamaha recommends that we run the gas/oil mixture at 20:1 using a vegetable-based oil. We were running the bike at 30:1, our regular desert ratio. On the motocross course this leaner ratio, 30:1, did not give us any problems, but out in the desert the leaner mixture may have helped in the destruction.

Yamaha kindly fixed the bike for us, gave us advice about how to treat their motorcycles, and recommended we follow their directions. We still wanted to see how it went in the

Continued on page 94

BREAKSLOW OF CHAMPIONS



So. Cal. Number One, Bernie Schreiber, on his own 350 Sherpa.

"Rastus? Where is you Rastus?"

Rastus is gone. Signed on with Montesa, but before he left Malcolm Rathmell rode the 350 Sherpa T to the European (World) Trials Championship in 1974. He left the bike behind, the one that Sammy Miller and Senor Bultaco and the rest of the gang in Barcelona started fashioning back in the middle '60s a bit before "Strawberry Fields Forever" or "John Wesley Harding."

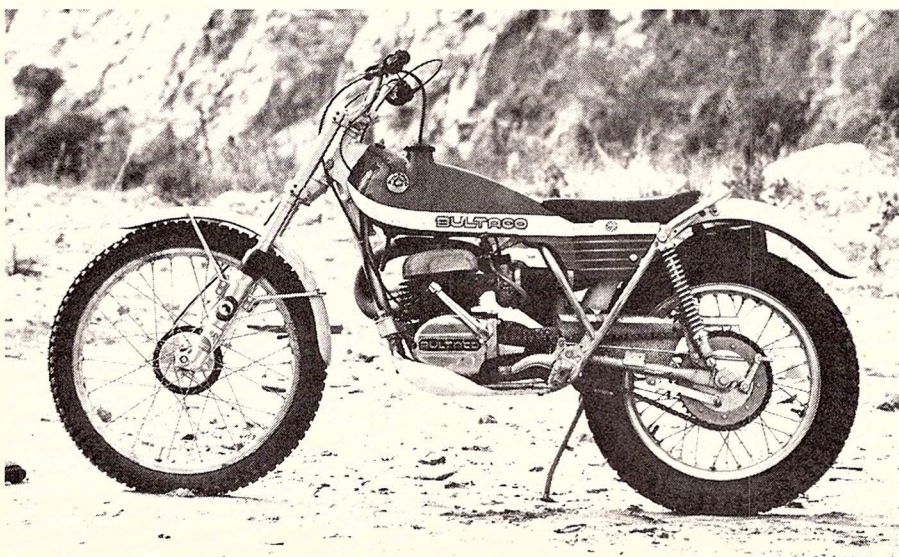
In this simple everyday world one can dream of riding genuine world championship equipment. If you gas it for your rushes something like the new GP Husky lets you dream: I got Heikki's bike, now all I need is a little more practice. Or the Pursang, never officially dubbed the Pomeroy Replica, but something fairly close to what the Yakima Kid rode the previous season. But the observed trials types aren't into making funny little holes in their barrels. The state of the art doesn't change from week to week, a half a millimeter in Sweden, a millimeter in France.

What it all means is that John Q. Bogwheeler can own the same bike that won the World Championship in 1974. According to Bultaco the only differences between Rathmell's bike last year and what you buy this year are three personal preference items, handlebars, hand grips and

*It's slow, it's red,
it's mostly seatless*

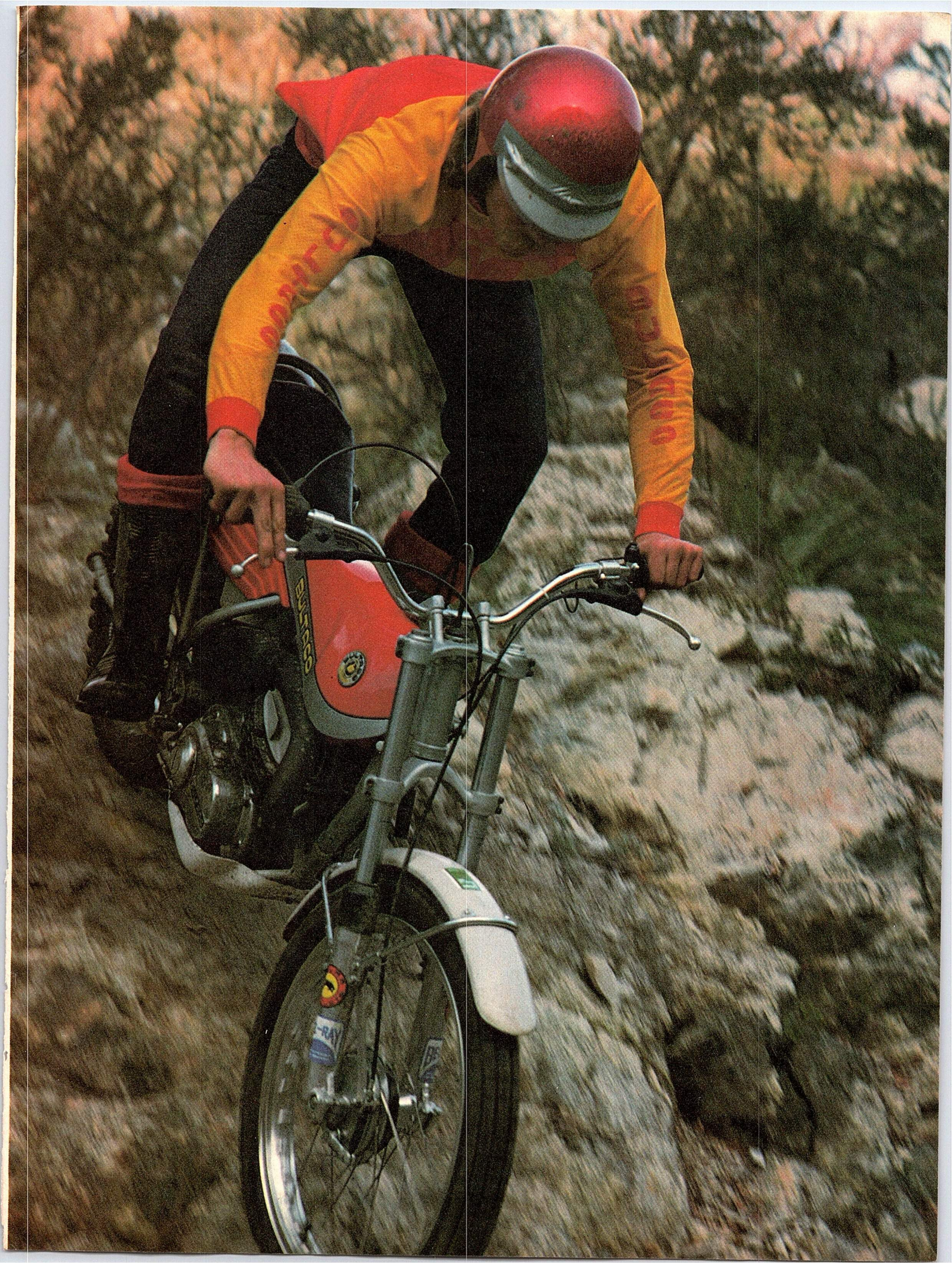
BULTACO 350 SHERPA T

by the Staff
of OBSERVED BIKE



Miller reworked Girling shocks, and the larger capacity alloy tank (required in England) painted blue.

Interesting story about what climbing onto a world championship bike can do for you sometimes. Consider Dave Thorpe, Englishman, who rode for Ossa for several years. Thorpe, aware that Ossa expected to sign Rathmell away from Bultaco, flew to Barcelona early this year and asked out of his contract, expecting that it would be terminated as soon as Rathmell was signed anyway. An unforeseen delay



in the flight schedule gave him time to visit Bultaco, who signed him to a contract for '75. With just a couple days of practice Thorpe won the first round of the '75 European Championship Series, cleaning the first loop, on an out-of-the-crate bike. The only changes were Renthal bars and Telesco shocks. And weeks later Thorpe won the fourth round of the championship series.

First thing we noticed upon wheeling the Sherpa out of the blue Bul van in our massively congested, well-lit parking lot was its bright shininess. Sure looked fine. Hang onto that image because it won't come again in the bike's lifetime. All of the plonkers age fast. The various scrapes and dings from boulders, rocks and logs take their toll.

While eyeballing you notice all the little stickers placed with loving care and attentive centering. Let's see. Scottish Six Days Trials: 1965, 1967, 1968, 1973. Campeona de Espana de Trial: 1969, 1970, 1971, 1972, 1973. Sort of have a lock on that on the home court. European Trials Championship: 1970, 1973 (Mick got in there in '71 and '72). The new stickers weren't on, but all three will list 1974 victories. And don't forget Lane Leavitt, National Champ in '73 and '74. They're gonna run out of space for stickers if they don't watch it.

After jotting down some notes about what kind of pegs it has and where the speedo is you load up and go trialing. Then it begins. Is that the new Bul? Sure looks nice. Then you let some Bul freaks ride it and talk to them. Every one of them says the same thing: it's even nicer this year. For 1975 the crankshaft received heavier internal weights for more smoothness. Displacement remains 326cc.

Remember the film *Help* where John, Paul, George and Richard were running around in the surf and the large Singer looms out of the blue as the credits go on? Sewing machine. Electric motor. That's how the Bul riders described the new engine. Everybody says it's smoother than last year, from Bernie the Expert to Howard the Novice. And the fellow who sold his '73 Bul last year to ride a Japanese two-banger has a misty gaze after a ride, maybe even a tear or two.

What can you say after you say it has the best motor around, goes slower and turns better than

anything else going? Sure there are things to sniggledy piddle about — but . . .

That front end. It turns so nice. Dare we call it the ah . . . oh, didn't see you standing there, Mike . . . the . . . ah . . . Pursang of Plonkdom. Minor changes have made the front end lighter and the turning tighter. But where the Sherpa shines is how that front end tracks after you give it that turn input. The Betor forks are the standard and they exude plushness.

Because of the heavily flywheeled engine and the 4.18 gearing and the 3.79 first gear the Bul is the slowest bike in town. It carries a steep head



Boyd Bernard wearing obscured Steve's Bultaco jersey.

angle, and a deserved reputation for being the sharpest turner around. That slowness and the soft suspension let the rider utilize maximum body English to save a dab or pivot on the rear wheel. Bring the bike to a virtual standstill, heft the hips around and turn it full-lock. Pure slow zoot splendor. Yet indulge in some be-bopping on the loop trail with the throttle jammed open and it still seems stable. They sure do have their geometry down.

Mike tried to slip a ringer in on us. Was it bored out? Trick titanium engine parts? No, he added an accessory bash plate manufactured by Miura Products, known for Heckel boots. The plate held up. It curves up around the sides of the case to protect them against rocks and absorbs a lot of sliding scraping



Notice bright, shiny, unmarked glass tank.

abuse. We'd recommend it. There's still 10½ inches of ground clearance with it tacked on.

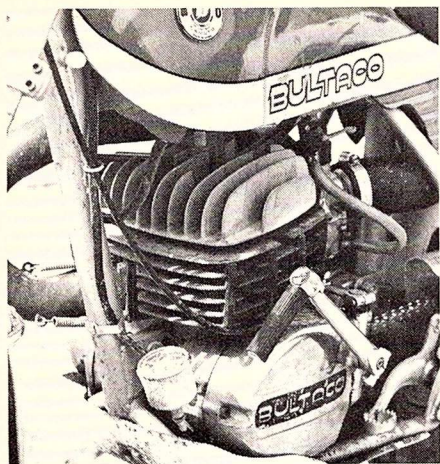
Not interested in the plate? Take a look at Bernie Schreiber's Sherpa. Bernie carries the Number One plate in Southern California and he rides with the stock protector, a metallic plate under the engine between the frame tubes. Bernie wants the bike as slim as possible with maximum ground clearance for when he wiggles and jiggles through rocks performing his slow-speed ballet moves. His bike pays for it. Both bottom frame tubes are gouged, scraped, pushed in. And that's chrome moly. Tough stuff. The Expert's bludgeoning finesse or the Novice's bewildered battering. In the end the bike takes a bashing.

A neat thing about the ground clearance. The low spot is near the front of the engine. Then as the front end comes down the clearance increases toward the rear of the engine.

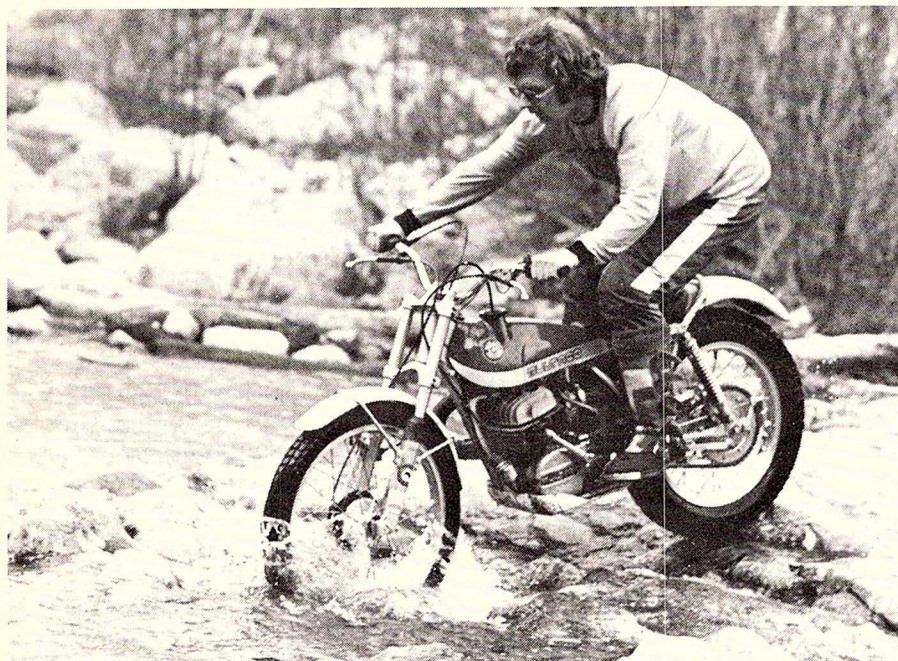
The Sherpa seat? It's a trials seat. You don't sit on it much. The folding, spring-loaded pegs are heavy-duty Pursang-type serrated numbers tucked in close to the frame. They appear to be a bit shorter than the motocrosser pegs, though, for wiggling through awesome obstacles or plain old rocks.

Fiberglass tank and plastic fenders. The plastic is thin and on the brittle side. Insignificant scratches in the glass on the tank lead to minute dribblings of gas. Don't crash and you don't have to worry about it. Or try some Pro-Tech tank sealer.

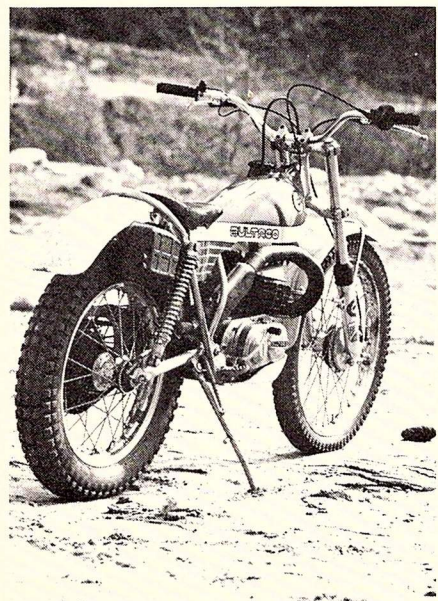
The glass tank and seat unit lift off after removing three bolts to service the air cleaner. Twin Air this year. Ours came loose. Removal of the



Do not notice other side of tank. DB staffers never crash.



Gunnar says Michigan looks like Sweden.



Go Slow champeen of the whole wide world.

tank/seat unit also entails unhooking the gas line and the crossover line underneath the front of the tank. Splash, trickle. Gas on the ground. Or tilt and prop up the tank and don't unhook the crossover line.

A rubber shield has been added under the seat to protect the air filter from water and mud off the rear wheel.

Swingarm trials doodads include a steel chain guide, a very efficient, strong springed chain tensioner (we've hooked them up on forward mounted motocrossers with good results), a chain oiler that hardly anybody uses (except in English trials) and cam-type chain adjuster

shock changing in the family by going to Telescos.

Mike Hannon told us the hot skinny was the 13.5-inch Telescos off the Pursangs with about a 55-pound spring, and the stock Telesco oil rather than any high zoot go like hell long travel oil. He also mentioned that they should be run right-side-up. Turning the Telescos upside-down only ruins the damping.

The pipe comes in two pieces, just like the monoshockers. Well, not exactly. But after winding its way into the primary muffler a second pipe is fitted on with spring tension. This houses a secondary muffler and the same pregnant boomerang spark arrestor found on Alpinas. Federal approval is pending on the spark arrestor. There's a plug in the arrestor to drain any excess oil and to blow out carbon.

For those who like primary kick-starting here's Bultaco's reasoning for refraining from making the changeover. If they switched from the internal primary chain to a gear driven primary they feel they couldn't get the correct external flywheel weight. Also, it would require larger clutch hub and crankcase covers and the engine would have to be moved to accommodate the feet.

Bultaco didn't make the shift switchover with the Sherpa T. It's still shift right, brake left, part of the offset limbs with one hand waving free philosophy. The T is the only '75 bike that didn't get the switchover treatment. Doesn't really matter much with a plonker. You don't shift in a section and rear brake use is minimal.

Shifting is a deliberate affair. A sloppy shift on the loop can find a false neutral between gears.

Starting is fairly simple, once you get with the routine. Until you develop an educated toe it's easiest to reach down with the right hand and snick the shift lever up until a definite click is felt. You're in neutral. If the engine is cold, tickle the Amal carb until gas appears. Then pull in the clutch and position the kickstarter with the left foot while straddling the machine. One good boot usually does it. Occasionally it required several stabs.

Story time. One of our testers, who got off a '73 Bul last year to ride an Asian two-banger, borrowed the Sherpa to enter a SoCal trials event.

BULTACO 350 SHERPA T

PRICE.....(retail, approx.) \$1395
 ENGINE TYPE . Two-stroke, sgl.-cylinder
 DISPLACEMENT 326cc
 BORE & STROKE 84mm x 60mm
 COMPRESSION RATIO 9.0:1
 CARBURETION..... 27mm Amal
 CLUTCH Wet, multi-plate
 PRIMARY DRIVE..... 2.38:1, chain
 TRANSMISSION RATIOS:

- 1) 3.79:1
- 2) 2.91:1
- 3) 2.26:1
- 4) 1.38:1
- 5) 1.00:1

FINAL DRIVE:

- 4.18 ratio, 520 chain;
- 11-tooth countershaft;
- 46-tooth rear sprocket

AIR FILTRATION . . . Twin Air oiled foam

ELECTRICAL SYSTEM:

FEMSA flywheel magneto, points

LUBRICATION Pre-mix 50:1

RECOMMENDED FUEL Premium

RECOMMENDED OIL Bel-Ray

FUEL CAPACITY . . 3.8 liters (1.0 gallons)

FRAME..... Chrome moly

SUSPENSION:

- 15.4 cm travel (6 inches) Betor
- 8.2 cm travel (3.2 inches) Betor

WHEELS & SPOKES:

Akront trials shoulderless alloy

TIRES:

- 2.75x21 Pirelli
- 4.00x18 Dunlop (English)

DIMENSIONS:

Wheelbase 134.0 cm (52 1/4 inches)

Clearance 26.9 cm (10.5 inches)

..... with Miura bash plate

Seat Height 71.2 cm (27 3/4 inches)

Handlebar Width . . 83.4 cm (32 1/2 inches)

Weight 96.6 kg (213 pounds);

.. weighed with oil and one gallon of gas;

..... 45.1 percent on front wheel;

..... 54.9 percent on rear wheel.

BRAKES:

- Cable-operated, front
- Rod-operated, rear

INSTRUMENTS:

Speedometer/odometer

LIGHTS None, light kit available

SILENCER Yes, very quiet

SPARK ARRESTOR:

Yes, approval pending

PRIMARY KICK No

WARRANTY . . . 60 days, parts and labor

PARTS PRICES:

Clutch cable..... \$5.96

Shift lever \$9.96

Brake pedal \$10.80

Clutch lever \$6.68

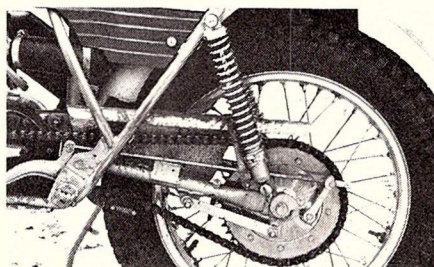
Throttle cable \$2.50

Front brake lever \$6.68

Our test bike finished first Bultaco in the Expert class, taking fourth, just two points behind third-place finisher Don Sweet, National Number Three. 'Course we're not supposed to mention that the top three SoCal plates were over in Spain. But anyway, midst ramblings of grandeur: first Bultaco, first privateer, first magazine test rider, first, first, first . . . we quietly



Bernie full-lock in the rocks.



wheeled the bike back to the truck. Result, he's going to buy one. Us too.

BITS & PIECES

Betor forks are vented.

Allen bolts used for fork and triple clamps.

Gas cap is vented.

Rubber covers for levers and throttle assembly. Usual hard rubber Bul hand grips.

Speedo-odometer mounted down front, left side, off the front engine mount.

Kill button just inboard of the left hand grip.

Gas line leading to carb kinked a bit.

Good, sturdy mounts for the footpegs. Tucked in close and capable of taking a lot of punishment.

Brake pedal uses serrated circle to grip boot sole. Real gripper.

Liberal use of rubber sound deadeners in the cylinder fins.

Head stay is new this year.

Kickstand is on right side.

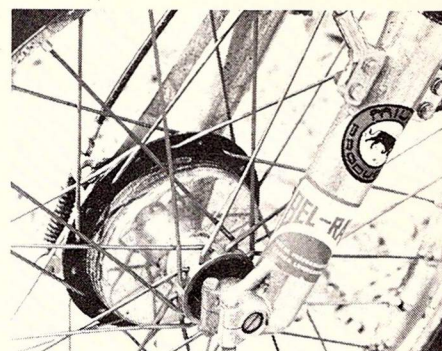
Rear hub is from '74 Pursang.

Nylon-lined cables work better, last longer.

The Sherpa is wired for lights. The accessory kit is about \$25.

There's a steering head lock on left side.

Sherpas also come with 250cc



There's room for another stickie.



displacement.

Our test bike had Pirelli rubber up front, an English Dunlop on the rear. Get it clear with your dealer just what kind of rubber you're getting for your money. Out of the crate it might even be Firestone knobbies.

Sherpa is the name of a Tibetan people living on the high southern slopes of the Himalayas skilled in mountain climbing.

It's not true that Ronald Colman used a Sherpa T to look for Shangri La.

SUMMATION

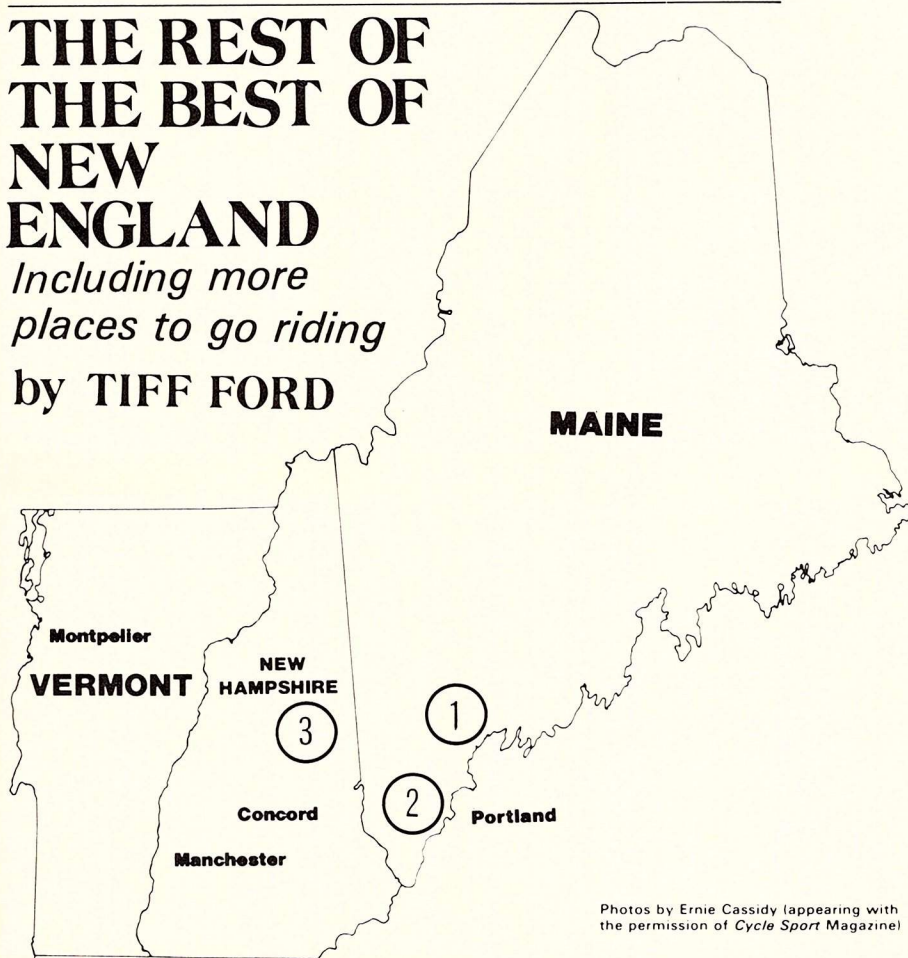
What can you say? It's the world champion, the Cadillac of Trials. Various Bul owners reported the durability and dependability of the machine in a sport where things get broken, gashed, crunched or otherwise discombobulated. You don't blow up a trialser, but if they're brittle they can pain you with iddy biddies.

It turns super, motivates super, goes slower and really responds to body inputs. Maybe that's why you see so many of the thumb uppers down in the traps. It's expensive, \$1395, but so are Cadillacs. You buy Rastus' old bike, you buy the best. And you get 60 days' warranty, parts and labor.

AFTER MASSACHUSETTS, WHAT'S LEFT?

THE REST OF THE BEST OF NEW ENGLAND

Including more places to go riding
by TIFF FORD



Photos by Ernie Cassidy (appearing with the permission of *Cycle Sport Magazine*)

1.
Lisbon Motocross (Lisbon, Maine)
COMFORT: 11; MANAGEMENT: 5;
LAYOUT: 14; SAFETY: 26
2.
Waterboro MX (Waterboro, Maine)
COMFORT: 9; MANAGEMENT:
5; LAYOUT: 29; SAFETY: 26
3.
Ossipee (Center Ossipee,
New Hampshire)
COMFORT: 9; MANAGEMENT: 5;
LAYOUT: 37; SAFETY: 23

Last month, we told you about Massachusetts' stars and their race tracks; this month, we'll go on to cover as much of the rest of New England as we can.

DAVE CLEMENCE
Kingston, Rhode Island

Last winter a more or less unknown New England expert named Dave Clemence trucked down to Florida to run the NML Florida series and, maybe, take in a Winter-AMA or two, if he got the chance. He wound up driving back home to Rhode Island with the NML Open Class trophy on the dashboard, and with sixth place money from the

Jacksonville Winter-AMA in his pocket. At Jacksonville, in fact, he was knocked down in the first turn in both motos and passed factory heroes with names like Tim Hart and Barry Higgins as he carved his way through from the back of the pack.

There was one sour note that queered Dave's trip; the AMA refused to let him ride at Daytona, even though his placing at Jacksonville qualified him for the race. The AMA doesn't like competition, and Dave had committed the crime of winning someone else's championship. Dave was urged to take the AMA to court, and was even offered a free lawyer by the head of the NML, but he was understandably queasy about alienating Mother AMA, whom he was going to have to deal with constantly for the rest of his racing career.

Dave is now 21 years old, works and rides for Razee's, a Bultaco and CCM shop in Kingston, Rhode Island, and is a dyed-in-the-wool Bultaco freak. He is dark-haired and usually quiet, a very nice guy, and mature beyond his years — his

aggressive qualities stay under the surface until the starting gate drops.

Dave has never made much of a showing on the New England circuit because he has spent most of his time paying his dues on the National circuit. He started racing seriously in 1971, and by 1973 was traveling the Trans-AMA Support Class circuit with 'Joey Ferrini, battling with Joey and the other privateers for tenth or 15th place against the factory riders' super-tuned bikes and super-tuned bodies. He and Joey crashed into each other more times than they ate together, according to Joey, and they were living out of the same van at the time.

Dave wants to be the National #1 some day, and with a lot of hard work, he might do it. After Jim Ellis goes Grand Prix racing, that is.

CHARLIE IOTT, JR.
Windham, New Hampshire

If Charlie Iott had been born 100 years earlier, he would have been a gunfighter. He is small, wiry and competitive, a mongoose. Charlie is the one racer in New England who consistently beats Jimmy Ellis off the starting line, and one of the few who can stay with the Cobalt Comet for more than a lap at a time.

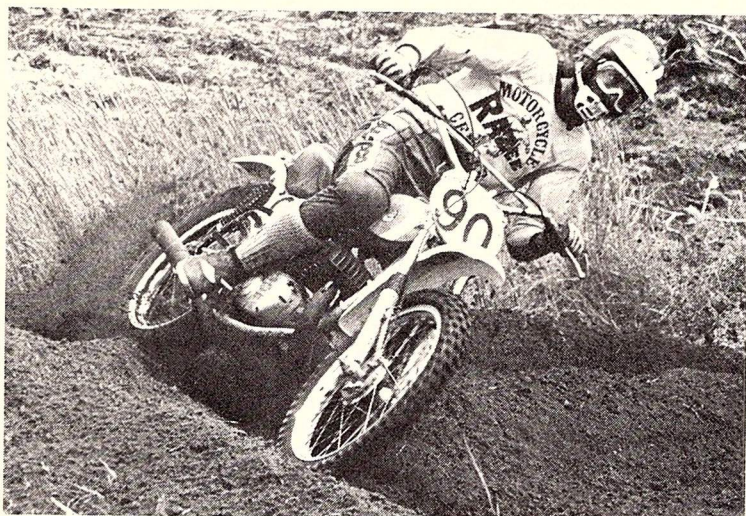
Charlie, now 18, started racing on a 100cc Yamaha in 1970, and was the only econo-crosser rider who could stay with the Bultacos that ruled the junior classes back then.

The smaller Iott (not the smallest Iott, his younger brother Terry also races) became a force to be reckoned with when Honda built the Elsinores with enough motor to propel him to the front ranks of the 125 and 250 classes. He won the 125 class and placed second to Ellis in 250s in '73 and reversed that order in '74, taking the 250 class but losing to Ferd Dolliver in the 125 class.

Charlie is a very exciting rider; you can feel the fiery determination coming from him when he is going really fast. He doesn't always win, but he always puts his heart into a race. He's the kind of guy who doesn't settle for #2, he races for pride, not for trophies. Now he's sponsored on a Can-Am

JOEY FERRINI
Pawtucket, Rhode Island

Joey has a lot of things in common with his good friend and racing cohort Dave Clemence; Joey, like Dave, has spent a lot of time

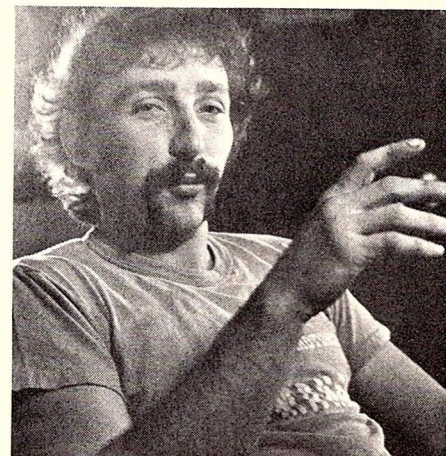


Nearly putting his rear wheel over the berm, Dave Clemence bulls out of a turn at Lisbon.



(Tiff Ford)

Gary Yelin chasing Joey Ferrini across the dip near the Southwick finish line.



a race at the end of the day for \$100, in which all the winners of the Expert and Amateur classes, regardless of bike size, run together. There are four classes: the 125s start at the usual starting line, the 250s are set back a couple hundred feet, and the Open Class is the same distance behind the 250s. Four classes? Oh yes, the Ellis Class. Jim Ellis was another 70 yards behind the Open Experts, about half a lap away from the usual starting line, facing *backwards*. Just to make things a little more interesting, you know.

Well, Dwight got a great start on his 450 Maico and was soon in the lead, having shot by all the smaller bikes in a lap or two. Ellis could be seen reeling him in, lap by lap, as he sliced through the pack, but unknown (at least unknown to me) 17-year-old Dwight was screaming, looking very fast and smooth. Ellis finally caught him, as he seems to be able to catch anyone in the country, but Dwight held him off for three of the fastest and most exciting laps of cut-and-thrust I have ever seen. Ellis finally slipped by when Dwight got

schlepping on the National circuit when he could have been winning races, even championships, in New England. New England is a funny place to race for a championship, because many of the championship point events are held on scrambles (scrambles? — yecchh) courses like Ludlow and Middleboro, where hard-core motocrossers like Clemence and Ferrini (and me), would rather not ride. These courses are fast, short, smooth, and overcrowded; not the kind of courses you ride on to tune your skills to Mikkola and DeCoster levels. How tired can you get doing three laps of a half-mile course with only five turns? Most of the good, dedicated riders stick to (or would if their sponsors weren't so hot for an N.E. championship trophy) the tougher tracks like Waterboro, Pepperell, Ossipee and Southwick.

Joey is not one of your shyer personalities. He is friendly and

talkative, the kind of guy you'd call up to have a good rowdy time, a warm, drinking-buddy kind of guy. His father runs Pawtucket Motorcycle, a Yamaha shop, so Joey doesn't have too much trouble acquiring bikes and parts. Racing runs in his family: his father used to win at half-mile racing, and his *mother* has done time in the shop, working as a mechanic.

Joey did some impressive motoring in the Northeast in 1974, and now that Charlie Iott, his nemesis in the 250 class, is a member of the Can-Am factory National team, he just might clean up in the New England motocross circuit this year.

DWIGHT ROY

Wethersfield, Connecticut

The first time I ever really stood up and took notice of Dwight was at a race a couple of years ago at Central Village, a scrambles course in Connecticut. Central Village runs



New England's new 250 Champion, Charlie Iott.



Dwight Roy in action at Southwick.



Rick Granville modeling a NESC jersey.

very sideways coming off the biggest jump on the course, but NOBODY in New England was supposed to be able to run with Ellis, and here was this skinny, blond-haired kid, hanging on to a fire-breathing Maico for all he was worth, giving the hero a race for his money.

Dwight is now 19. He started riding when he traded a go-cart for a clapped-out 165 Harley, and did nothing but ride in the woods until he was 16, when he went racing on a 400 Suzuki (talk about talent). He made Expert his first year, which — in New England — means winning 13 races in one season, and bought himself a 450 Maico for '73, doing an amazing job as a first-year Expert. In '74, on a new 360 Bultaco, he seriously challenged Joe Collins' domination of the Open Class Championship and finished second, only 38 points behind. Dwight will be riding a Bul again this year, and if Mr. Collins has neglected his

winter homework, both physical and mechanical, he may find himself Numero Duo by the end of the season.

RICK GRANVILLE Simsbury, Connecticut

Rick Granville is kind of a child prodigy in the racing game . . . in his first full season as an Expert, at the tender age of 16, he placed second in the N.E. 250 class championship behind Charlie Iott, now a rider for the Can-Am factory team. Rick made expert in three-quarters of a season in '73, at the age of 15, starting the season on a Suzuki 90, and graduating to a pair of well-thrashed Montesas by the end of the season. In '74 he rode a 250 Bultaco lovingly provided and maintained by Bill Brown and Norman Into of Motocross Supply, a funky little Bul shop in Simsbury, Connecticut. (Norman Into is no slouch on a bike himself; the way he

rides his 360 Bul he'll make expert before he gets his driver's license.)

Rick is a determined and mature (and very talented) dude; while the motocross season was going on he found time to win the N.E. Enduro Junior Grand Championship on his sister's Dalesman (with a 19-inch rear wheel, yet); he only ran in four of the 17 enduros, and got High Point in three of those.

Rick has found a very effective way to keep in shape during the long New England off-season; he plays hockey with as much determination as he puts out on the motocross tracks. As with many young racers, Rick owes a lot of his racing success to his father, who functions as chauffeur, adviser and support crew during the season. Dad is now trying to keep Rick on the Right Path, free of distracting and corruptive influences . . . As Dad puts it, "Rick is going to do OK in motocross if the girls don't get to him first . . ." ❦



“For high-speed, Baja-type riding, Eagle D/S II is the only way to go.”

Rolf Tibblin has been there.

Rolf Tibblin, three-time World Champion and an old hand at Baja-type racing, knows the desert is no place to guess about your tires.

That's why he was part of a Husqvarna team that worked closely in the field with Goodyear engineers to develop the Eagle D/S II—a desert tire built just for the kind of punishment this terrain can dish out.

The D/S II has a special computerized tread pattern and tough buttressed lugs for positive traction. And rugged 6-ply construction to soak up the jars and slams of flat-out running.

The Goodyear Eagle D/S II is the tire that took the Baja 1000 first time out. Rolf calls it—“The only tire I'd use or recommend for high-speed, off-road riding.”

Don't you settle for anything less. Eagle A/T for street. Eagle D/T for dirt track. Eagle MX for motocross. Eagle D/S for desert. Eagle R/T for on-/off-road.

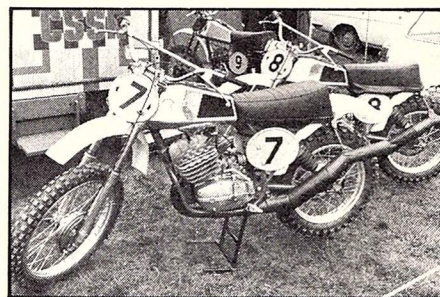
GOODYEAR 

Eagle D/T, Eagle A/T, Eagle MX, Eagle D/S II, Eagle D/S, Eagle R/T —TM's The Goodyear Tire & Rubber Company, Akron, Ohio.

OPEN CLASS OPENER



Roger was never pressed in the first moto. Isn't that one of the most inspiring captions you've ever read? But be grateful. We could have said, "Roger was really on the gas."



Anatoly Botchkov's CZ. Numbers 8 and 9 belong to V. Chudiakov and Nicolai Efimov. Are the CZs built for the Russian team as good as those built for Falta? Changes. Air shocks are laid-down for more travel. Bike has center-exiting exhaust, reeded Mikuni carb, new fork clamps and magnesium cases.

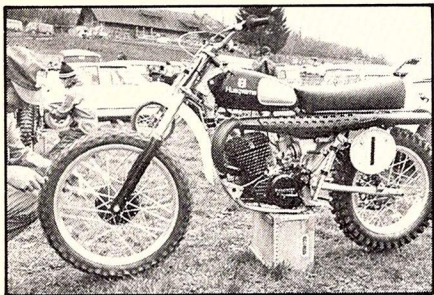


New frame and engine for the Monocrosser. Here's Ake Jonsson's. The frame is stronger. Jonsson had breakage problems last year. Notice different swingarm based on Mick Andrews' observed Monotrialer. Gas tank has been shortened for full lock clearance because of (Maico-like) reduced offset for the forks. Gaiters possibly conceal external fork springs. Up-pipe is no longer crossover.

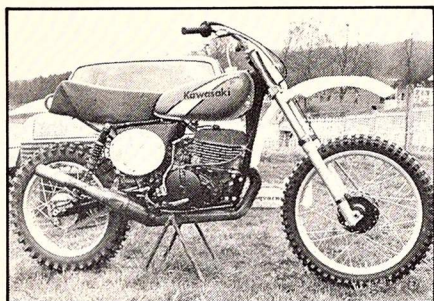
Belgian/Finn Photo Finish

SWISS GP

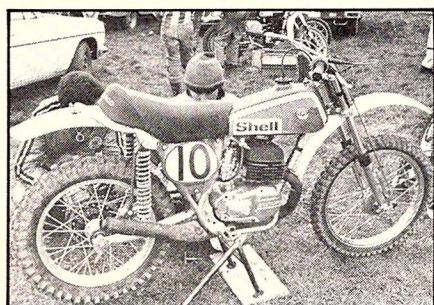
Photos and Facts by KEN OLAUSSON



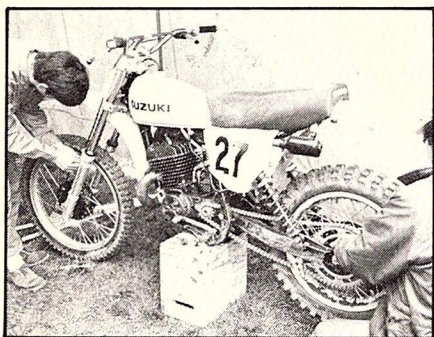
Heikki's bike. Air box and filter are new. Forks have been altered a bit, tank capacity upped to eight liters. Clutch is aluminum. Front fender is longer and wider. D.I.D rims. Nipples on forks suggest possibility of air suspension.



Christer Hammargren's Kaw. He's Swedish, you know. This really isn't the new bike. He won't get that until June. That one will have gas damping front and rear.



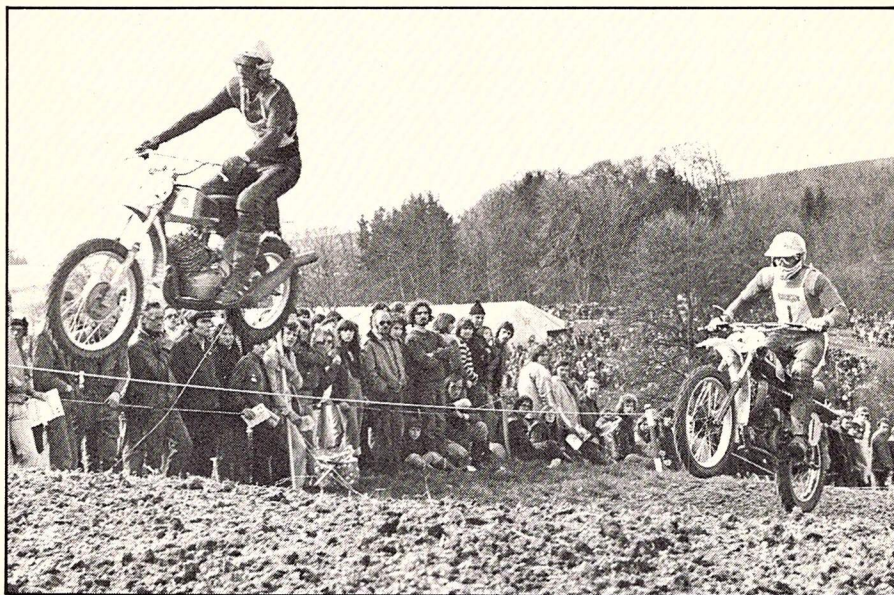
Bengt Aberg's Bul. Set up to shift on the right. Has new chain tensioner (not visible). Note dual springs on shocks.



Gerrit Wolsink's Suzuki. Bike has new frame with aluminum swingarm, larger tank and up-pipe. Power down about two horses, claimed figure is 45. Note fork tubes extending down below the axle.



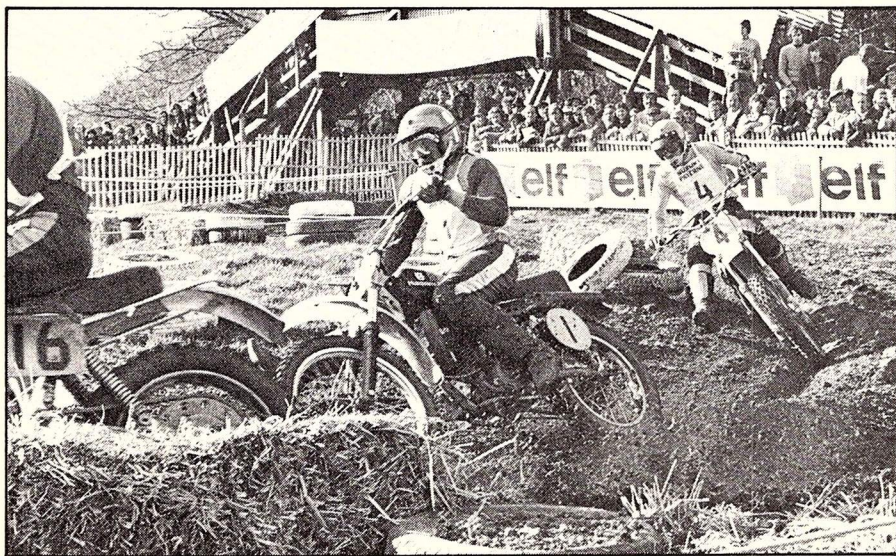
Heikki got off bad in the first moto, worked his way up from 13th. He moved up to fifth within three laps, passed Aberg and Wolsink and then had a rear suspender collapse. Another problem was his new helmet. He didn't have it "sweated in" and wound up with "salty eyes." He wound up about 35 seconds behind Roger to take second, bad suspension, bad eyes and all.



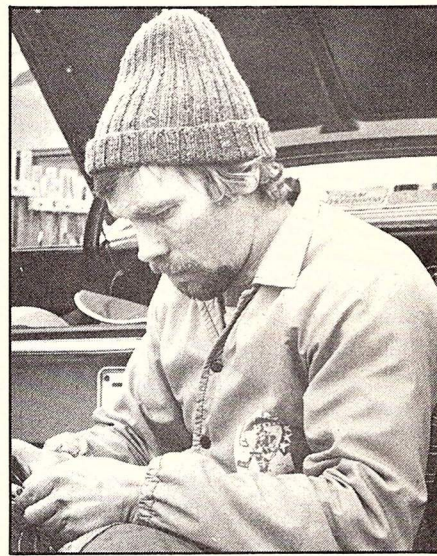
George says that Chudiakov is leading Mikkola. Gunnar says that Heikki is lapping him.



Most riders gassed it during timed practice to get their pick of starting position. Left side of start area was slippery grass while right side was "beaten-up grass" offering good traction. Some preferred to line up in the second row on the right side rather than hassle with the grass. Mikkola outgassed DeCoster by 2.2 seconds during qualifying. Brad was third, another .6 behind the Belgian.



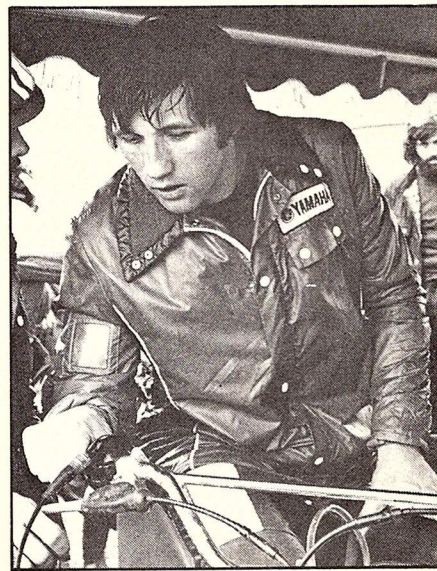
Second moto. Closing laps. Roger had gotten holeshot but lost it during first lap, also dropping behind Wolsink. It took him three laps to pass his teammate and he held second the rest of the way. He closed the gap and when Mikkola (1) was slowed by lapped rider, DeCoster put on a last-loop charge that left him just inches short at the wire. DeCoster took the GP overall on time from Mikkola.



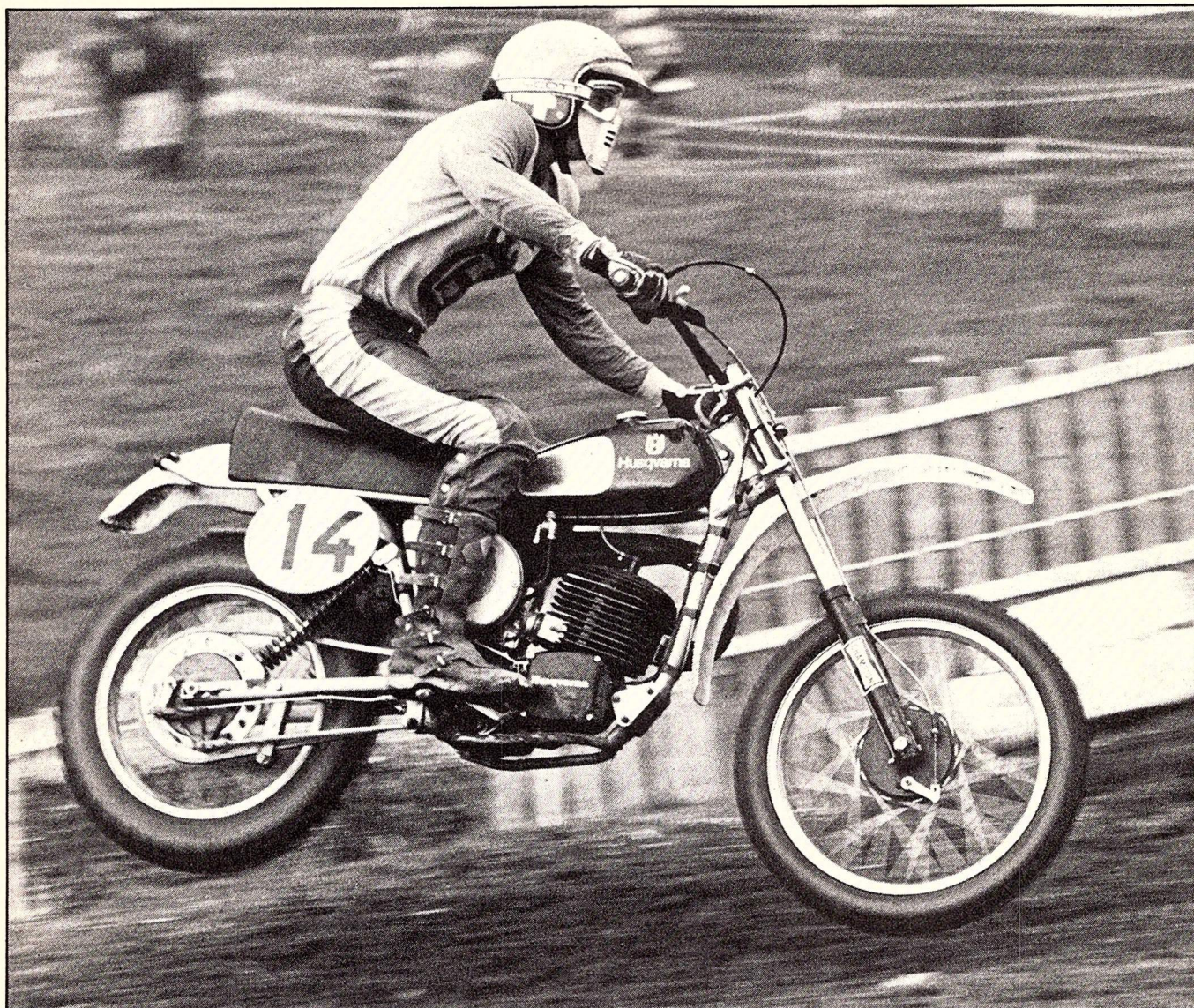
Sumptuous world championship headquarters.



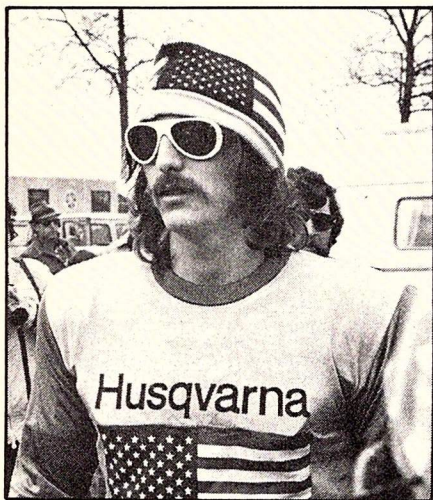
Bengt and Roger in spontaneous candid shot. Roger is wearing Clist Magazine jacket.



No, Jaak. That's the throttle. It's supposed to turn.



Brad was third fastest qualifier and finished fourth overall behind Wolsink. Pre-opener tuneups saw some win, places and shows in non-points-paying major races.



Wonder if somebody already has the franchise for importing Brad's hat. Stars and stripes on his jersey borrowed from Gunnar who says it is a long-range loan arrangement.



Hi. I'm Ake Jonsson. That's my dog, Tige. He lives in a boot. Look for me in there too.



More contestants in the Funny Pits Hat contest.

500 GRAND PRIX
Payerne, Switzerland
April 3, 1975

| | |
|---------------------------------|------------|
| 1. Roger DeCoster, Suz, Belgium | 27 (15-12) |
| 2. Heikki Mikkola, Hus, Finland | 27 (12-15) |
| 3. Gerrit Wolsink, Suz, Holland | 20 (10-10) |
| 4. Brad Lackey, Hus, U.S.A. | 14 (6-8) |
| 5. Arne Kring, Hus, Sweden | 10 (4-6) |
| 6. Ake Jonsson, Yam, Sweden | 10 (5-5) |
| 7. Bengt Aberg, Bul, Sweden | 8 (8-0) |
| 8. Frans Sigmans, Mai, Holland | 7 (3-4) |

Much has been written about enduro preparation; very little about post-enduro rehabilitation. Indeed, when the national religion is hero worship it may be blasphemous to cater to the also-ran but, goddammit, we demand equal time.

You take your regular enduro with 400 riders and 20 trophies, a situation where 380 of us are making 20 look good. And we hate them.

They go prancing around with their 994s bitching about some check being ten seconds or 100 yards off and we look at our 891s and shove our score cards down defroster slots. Now that the East Coast Enduro Association is using the card system where your check number should match your riding number it's embarrassing to have a card that looks like a long division test with the problems getting harder all the time. Sure, it would be far more rewarding to tear the card into bits with the appropriate amount of rage, but the things are made of tough plastic and after an enduro I don't have enough strength in my fingers to tear a moth in half. Who do you think discovered shifting without the clutch?

My rehabilitation program is based on research during years of absolutely mediocre performance culminating in a meteoric, ten-year rise to a stunning 44th medium-weight B finish. It's been downhill ever since.

The program is based on key-ride time: 0 hours, 00 minutes is your actual time of arrival at the finish check where you croak, "Key-ride I'm glad that's over, got any water?", and they tell you they are getting ready to close the check and have shot up all the water jugs with a .22 revolver.

Here's the plan.

Key-ride 0:01, try not to swallow because your throat might stick shut. Get the checkers to push you so you can toe into gear without the clutch. Depending on how bad your chain is, turn it all on and you might have the satisfaction of gravel fragging the guy with the .22. Don't smile though, don't smile, because if you do the inside corners of your mouth will crack and that's one hell of a place to get a Band-aid to stick.

Key-ride 0:04, turn your gas part way off as you approach the parking area so your engine sounds terrible. Put your left hand on your hip, act cool, try to give the impression that

ENDURO REHABILITATION

GO AS FAST AS YOU CAN...

... Until You're An Hour Late



by ED HERTFELDER

YOU'RE just fine but the bike let you down. It won't work, but try anyhow. Now is a good time to notice that a completely dry, completely worn-out chain sounds like a tambourine. Don't worry about your sprockets because they's done went.

Key-ride 0:05, load your bike on your trailer as fast as you can. The idea is to get going fast before one of the guys with a 994 asks you to donate some money so they can file a protest on the placement of the seventh check which was at least 200 yards off. If a stocky 15-year-old boy offers to help, chase him away. He is the strongest, dumbest kid in town and has pushed my Bultaco right over the front lip of my trailer and dented the trunk of my car. I met his older brother once, at a creek crossing; he was changing a plug and I was doing a D and C on my air cleaner. He said, "I been tightening this plug for a long time and it seems

to be getting looser." "Did it get tight and then loose?", I asked. "Yeah, yeah, it did." "Well, turn it back to where it's tight, then leave it there." "Gee, thanks mister." Very strong, very dumb; Packer material. Now that the bike is loaded you can console yourself that no matter what else you forget, it won't be the motorcycle.

Key-ride 0:10, the best way to unlock your car is to make a fist, put the key between the third and fourth fingers, then rotate your whole hand; use the thumb as a lever if you have to. Control yourself now and try not to grunt and whimper as you grab the Gatorade. This stuff is God's gift to enduro riders; sometimes I wet dream of diving into a pool full of Gatorade carved from solid ice. The pool has no ladders; just these girls standing on each other's shoulders, and you have to climb up them to the diving board and when they get wet they're

slippery and you keep sliding back. Now here I am asking you not to grunt while drinking Gatorade and I do it all the time. Sometimes I grunt it right out my nose but luckily it's got a wide mouth and I don't waste any.

(My personal Gatorade, like many of my friends', is adulterated. It's 50-percent Seagrams medicinal vodka with ten Bufferin tablets ground up in it. I never have, and don't intend to, put an olive in it. That was Frank Soltner who did that. Speaking of Soltner; I was pre-entered one run and somebody had picked up my number and route sheet the night before, and I had been jogging and squeezing one of those spring grippies and felt so good I couldn't hardly stand it, so I stopped at a 24-hour donut shop and got a dozen mixed. I ate one, a Dutch crumb, and that son of a bitch had been fried in 30-weight oil. It recondensed in my stomach and lay there for three days until, in desperation, I went back to the place and fought down a cup of their coffee, which I knew would dissolve anything because there were no two spoons the same size in the whole place. At any rate; two weeks later I parked alongside Frank at an enduro and Frank had somehow managed to pull the fuel tap right out of his Ossa's tank. I said, "You shouldn't have turned it to OFF," but old Frank didn't even smile. To help him through this tragedy I left him the box of donuts; two weeks old, hard enough to cut glass. He ate nine of them; just goes to show that dependency improves digestion.)

Finish the Gatorade, then walk around the car, stopping short at every third step to savor the feeling, and sound, of that heavenly "sloshing," then rest your forehead against the car and say, "WHY am I doing this?", "why AM I doing this?", "why am I DOING this?", "why am I doing THIS?" Berate yourself on the lunacy of getting up in the middle of the night to drive to some weed-covered field to pay someone the price of a fine meal for the privilege of beating yourself and a \$1400 motorcycle half to death. Somebody sort of brilliant told me it was masochism but I looked into it and found masochists don't ride enduros. No way. The brush would tear those high-heeled shoes, mesh stockings and garter belts all to hell in no time.

Besides, you can't pull the clutch or turn the throttle with a whip in your hand.

I think it's best not to think about it too much or you'll be running your mind up dead-end streets; we're not marching to a different drummer but we are burning gasoline from a different station.

Key-rice 0:20, time for three big decisions: Do you change from the waist up? Do you change the boots and pants? Or do you change the boots only? Unless it's raining very hard it's best to change from the waist up because there's a wide stripe of mud up your back and it looks rotten smeared all over the car seat. All of us now wear the English-style trials jackets and the best way to get them off is to open all the snaps and zippers with a pair of pliers, close the top of a car door on one of the cuffs, then fall sideways in a half-gainer. Nowadays you don't have to take the jacket off yourself unless you ride with your bridgework in a candy wrapper under the car seat. We've become overrun with friendly females who walk around a lot. But getting one of these to help you after a hard run might prove embarrassing. I mean, she gets to the bottom of the jacket zipper and you just naturally take a half-step forward and what do you do if you get a live one? Do you say, "What are you doing Thursday night, week after next?", or, "Would you like to come home with me, rub some Ben Gay on my right leg and listen to me moan?" Forget it, Charlie. Women don't appreciate moaning and are very, very, dangerous with Ben Gay.

Now to get the T-shirt off. Notice that the thing has rolled up to about the third rib and is twisted so tight it's a turtleneck on one side and an off-the-shoulder on the other. This indicates that you fall off the same side of the motorcycle too much; try to keep the falls even, your clothes will last a lot longer. It's the same principle as rotating tires. Don't let the T-shirt unroll! Continue rolling it as high as you can; up to the armpits. Bend your car radio antenna down, slide it under the roll in front, over your shoulder, then under the roll in back and let go. Unless you have ears like a car door or have wound your armpit hair in the shirt, it should slide straight up. Be careful that the T-shirt doesn't touch the car, as it can bubble paint,

discolor chrome and pit glass. I drop-kicked a T-shirt after one enduro and the tongue of my boot dissolved. That particular shirt started flapping like a seagull and the last I saw of it it was still climbing, heading south.

T-shirts smell in an inverse ratio to how scared you were all day. Riding with wet brakes will do it. Keeping up with a Penton will do it; no, not the motorcycle; the family. I recall a T-shirt that was giving off VISIBLE stink. We were on a run near Vineland and it was the widest trail I ever saw and every so often we went down these straight drop-offs. There were so many I wore about five thou off the skid plate and they had me so scared I was seriously considering a parachute next time. It was the roadbed for a new highway and the drop-offs were where bridges were going to be. It was a neat run until we pulled into a really smart-looking check crew with shiny metal clipboards and red stripes on their pants. I thought it was a road club, but it was police arresting us for trespassing because the layout crew never had permission to use the roadbed.

They never ran another enduro, too embarrassed I guess.

Speaking of fright, I'll tell you what shakes me up bad. It's to be running wide-open on a good section right after a check and passing, and being passed, at about a half a mile an hour and checking everybody's riding number and finding some guy leaning over your shoulder reading your clock hoping you got it set on actual time and almost taking a nap because road riding is so dull, then "WHOOOOoom"! some guy on a 74 goes by about 3/8-inch off your elbow and scares you right back to 11 years old.

Give us a break, 74s; when we're hitting the redline the second time around we don't expect anything to pass us THAT fast. Just imagine dragging your feet to scrape some of the clay off and having one of those monsters ride over your foot, huh? You'd spend the rest of your life walking with one foot in the street and the other on the curb.

Back to the post-enduro plan: keep a flannel shirt handy so you won't freeze to death; the kind with two pockets in the front. You want flannel because it feels warm even when it's wet and makes fine wiper

Continued on page 52



"HOLY @ # ★ !!"

"Just the looks of this new thing are enough to scare the squids right off the course.

"The seat's chopped off. The rear fender's a mile up in the air. And the shocks are gas-filled, laid-down, and so far forward they're almost out of sight.

"What it feels like is a spring, all wound up tight, ready to explode if you so much as jiggle it.

"So I jiggled it.

"WAAAAAAAAAAAAEEEEEEEEEEEEEE!

"Oh sure, Suzuki told me that their new porting would give it a lot of snap. But this was ridiculous. We came out of the hole so fast, I just barely hung on.

"And then we hit the whoops.

"At least, they *looked* like whoops.

The only thing was, the wheels didn't seem to know it. They clung to the little ones like a snake going over rocks. No matter how high the frame went, the wheels hung right in there, spitting out power.

"And over the big ones, they didn't fishtail once. We went through those whoops on a line so straight you could hang clothes on it.

"Man, that's handling!

"Up came the first turn. A big hairy sweeper with a super-high berm.

"I tapped the gears, and slammed into it hard. Magic. Right away, it seemed to seek out and lock into the right line all by itself.

"Coming out, I cranked it on, and WAAAAAAAAEEEEEEEE, again. We shot out of that thing like a sling shot, heading for the first jump.

"Surprise.

"We didn't stay in the air nearly as long as I thought we would, seeing how fast we were going.

"And all day long, I found the same thing. The wheels on the RM like to stay in the dirt where they can push... not in the air where they can spin.

"So, if you're after a bike for show, this isn't it. This one's for win.

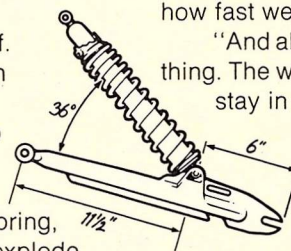
"And my lap time proved it.

"What's its secret?

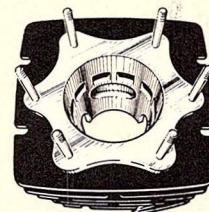
"Handling. It handles like a dream. You don't have to fight it or muscle it or make corrections all the time for goofs.

"You just flow over that course like syrup flows over pancakes.

"Competition, you're in big trouble."



"The transfer ports are so big, they put two bridges in 'em."



"This is one bike you won't have to port. Suzuki's already done it for you. In fact, they're so big, they're bridged — twice — so the rings won't get hung up. That means you've got 6 holes sucking up the gas/air mixture out of the crankcase into the combustion chamber. This new porting — plus a big, 28mm carb — gives the RM its snap and power."

U. S. Suzuki Motor Corporation, Dept. 8007
Santa Fe Springs, Calif. 90670



Ride safely: wear a helmet, eye protection and appropriate riding apparel.

SUZUKI'S RM-125 IS HERE.

rags. Now put everything in your pants pocket in the shirt pockets; money, wallet, master links, everything. Reason for this is that, once you start driving the car, you will stiffen up and there is no way in hell you can get into your pants pockets for anything. You say, "Suppose you bend over and all that stuff falls out?" Don't worry about it; after key-ride 0:25 you won't be able to bend over. Let me qualify that: after key-ride 0:25 you won't be able to bend over and then STRAIGHTEN UP again. Keeping this in mind, let us attack the boots. You need two things, a van and a Phillips screwdriver.

Take the Phillips and walk over to the nearest van and open the center door. Be careful if it's an early Dodge: they had an anti-theft device on them. When you open the center door a concealed, retracting step will slam into your shins hard enough to pop an eyeball. Luckily there's not many of these left; if you turned into a driveway too sharp the step would hit the curb, tearing the entire floor out of the Dodge and totaling it. Thank God.

Sit on the floor of the van and pull up one leg until you can hook the boot heel on the lip of the door opening, then unlace the boot with the screwdriver. You'll find you can't breathe in this position. Do as much as you can, then fall back into the van until your heart stops pounding, then straighten up and do some more. The boots, if they have enough slime in them, should shake off easily and the screwdriver between the toes will flick off the socks. Sorry, I can't tell you how to get dry socks on, as I've been driving home barefoot for years.

Key-ride 0:30, get behind the wheel of your car and scrape any gravel sticking to your feet against the brake pedal and check to see if all the windows are shut. Remember that ten minutes from now you won't be able to close them and driving home with a draft on your neck can make you lose your voice, which, as I'll explain, you may need. Slide the car seat forward so your knees are bent up under the wheel. Hook your thumbs on the bottom of the steering wheel and see if you can comfortably push on your knees. What we're trying to do is not use our leg muscles at all; push on the knee to go fast; lift the leg with both

hands and wing it onto the brake to stop. You'll have to reach between the steering wheel spokes to do this, so avoid situations where you must turn and brake at the same time. Don't tell Ralph Nader about this as he's got a big problem right now trying to do away with aerosol cans and if he succeeds he's got another problem; he's got to find 10,000 badgers so we can all have shaving brushes again. Go get 'em, Ralph. (Can you just picture every man in the whole country five minutes late for work?)

Muscles stiffen from the top down; the neck I don't mind, because ever since the collarbone bent I hear static when I turn my head and I think there's frayed wiring in there someplace. It won't be long before the shoulders lock up and you can't lift your arm, so be 100-percent certain that the radio won't hit you with a special broadcast of the Mormon Tabernacle Choir singing the greatest hits of the 1740s. Before most muscles stiffen you'll feel a mouse run around on them for a while. When the mouse runs from the left shoulder to the elbow you can say, "Well, there go the turn signals" and, sure enough, you won't be able to lift that arm anymore. When both arms lock up you don't steer hand over hand anymore, from now on it's thumb under thumb. After all the mice have stopped running and all the muscles are stiff it is cramp time, a time of suffering to balance out all the fun you had this morning.

Cramps below the waist, like thighs, calves, insteps, toes, can be tolerated by holding your breath or inhaling through your teeth. With forearm cramps, hold your breath, grit your teeth and squeeze your eyes shut very tightly. The worst of all are cramps in the muscle holding the neck bone to the shoulder bone, which can drop you to one knee like you've been hit with an axe, which is exactly what they feel like. Best thing to do is scream. Enduro riders are the only people who get cramps in their toenails. I think it's because the nails get rammed back so much that they develop muscles to pull themselves forward again. By the time you arrive home your private cramp purgatory should be ended; I hope so.

It's best to unload your bike, wash it down, pull the wheels and air cleaner, drop the chain in a bucket

of oil, lubricate the cables, clean the float bowl, stuff your boots with balls of newspaper and hang your clothes up to dry. I say it's best to do these things and I also say if you do all these things before Thursday, you're a better man than I.

Got a scare once on arriving home: it was from Back Mountain up in Pennsylvania where they thought I was first in on the second lap but I was really last in on the first. I had crashed UP a mountain and the Bultaco was so mad it came back down and ran over me. I was in Woody's van and he swung the door open for me at my house and I couldn't move. I got all choked up, lump in my throat, bottom lip almost fell off, "Woody, I . . . I can't move"; sincere voice, emotional, a mature acceptance of my fate, horrible as it may be. Woody said, "I know; you fell asleep in Allentown so I strapped the seat belt on you."

Once in the house, get someone to start a hot bath for you; tell them you had a great time and, yes, there's a trophy in the car. No need to tell them it's Best Represented Club and don't feel bad when you realize the only reason the club puts up with you is for this trophy. By now you are hungry enough to eat mule harness, and Hefner's mansion won't equal the delight of a bottle of beer and a sandwich IN the hot bathtub. You still won't be able to lift your arms; balance the beer on the flat side of one heel. Sometimes the heat will induce cramps you didn't have before, especially in the feet. It's amazing how far apart the toes spread during a nice cramp. Don't make the mistake of pushing your foot against the tub to relieve the pain; this can cause a thigh cramp and you could easily drown.

What can I tell you about Ben Gay? It's not better than sex but it IS better than pornographic movies. If bread is the staff of life then this is the tube of life for enduro riders. Use two coats and keep away from your eyes and glandular appendages. Set the alarm a half hour early as it'll take you that long to get out of bed and wash your hands twice before urinating. Leave the bathroom light out or those pink clouds you're peeing might keep you awake. One last thing: put tomorrow's socks on when you go to bed, you won't be able to in the morning. And don't tell the badgers about the shaving brushes.

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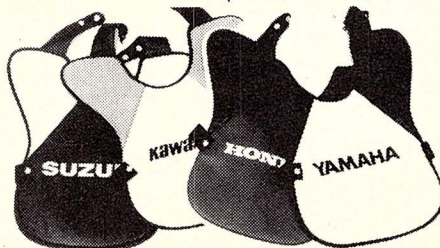
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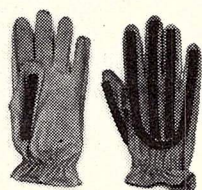
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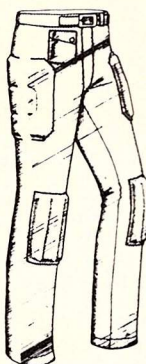
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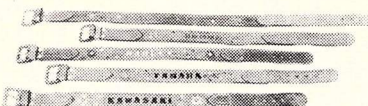


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FIRST ANNUAL SOUTH EASTERN REGIONALS



Styling to sixth place, Donna Nearn.

Women and motorcycles do go together — they are “very” compatible. Women in sports are a reality, and women in motocross in the Southeast is becoming an even bigger reality thanks to Debbie Wilkins, current Grandmother of Southeastern powder puffing. Sixty riders participated in the first-ever Yamaha Paper Cup Race at Road Atlanta. Over 600 participated in the second. Then on the weekend following Daytona 1975, 50-plus professional women racers did brave ungodly cold and all-day rain to participate in the First Annual Southeastern Powder Puff Championship. “A chance to finally get out there and do our thing.” Edison Dye would have undoubtedly cancelled this race, but not Debbie; she was willing to take the financial loss. The professional ladies that traveled from as far away as Michigan, Pennsylvania, Louisiana and Florida to participate in this event held for the moms and daughters proved they are in it for the sport as well as money. Pop and son did all the

**Barry Higgins
was the
Trophy Person**



Tracy Meighn foots her Honda through the muck.

POWDER PUFF



On the inside on the first turn, Crystal Champion, with Pris Graves alongside and Terri Rash with the hot outside line.



Equipment for the ladies isn't exactly home-grown.

CHAMPIONSHIP

by JIM RUSSELL



Terri Rash.



Judy Brecheen.

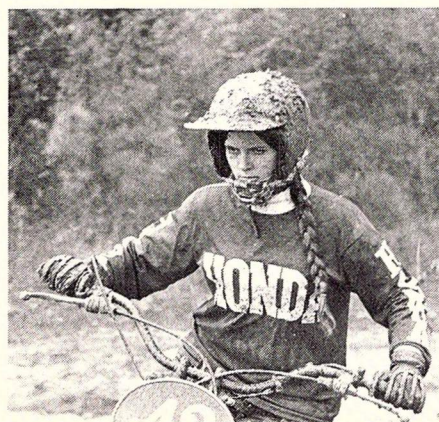
Gatorade pouring, bike and goggle cleaning this weekend.

Do you remember the early days of male motocross? Yes, those days of driving for hours to participate in some local event with 40 other riders, scheduled at the same time as the biggest downpour in 120 years hit that neck-of-the-woods, all for a \$2.50 trophy. This female scene is still in that early stage, but it won't be staying that way much longer. These intelligent and professional women have wisely learned and are profiting from those many mistakes already made by male riders and

That is definitely an aggressive, unladylike posture.



Tammy Kirk, loaded with all the goodies.



Crystal Champion.

male promoters over the years past.

The First Annual Southeastern Powder Puff Championship wasn't an event to compare to those "early days of yesteryear." Debbie didn't offer a \$2.50 trophy. The offerings consisted of \$500 "cold, hard cash" and over \$3200 in contingency prizes. Programs and T-shirts were even printed for this really top-notch, sophisticated, organized and high-cotton event.

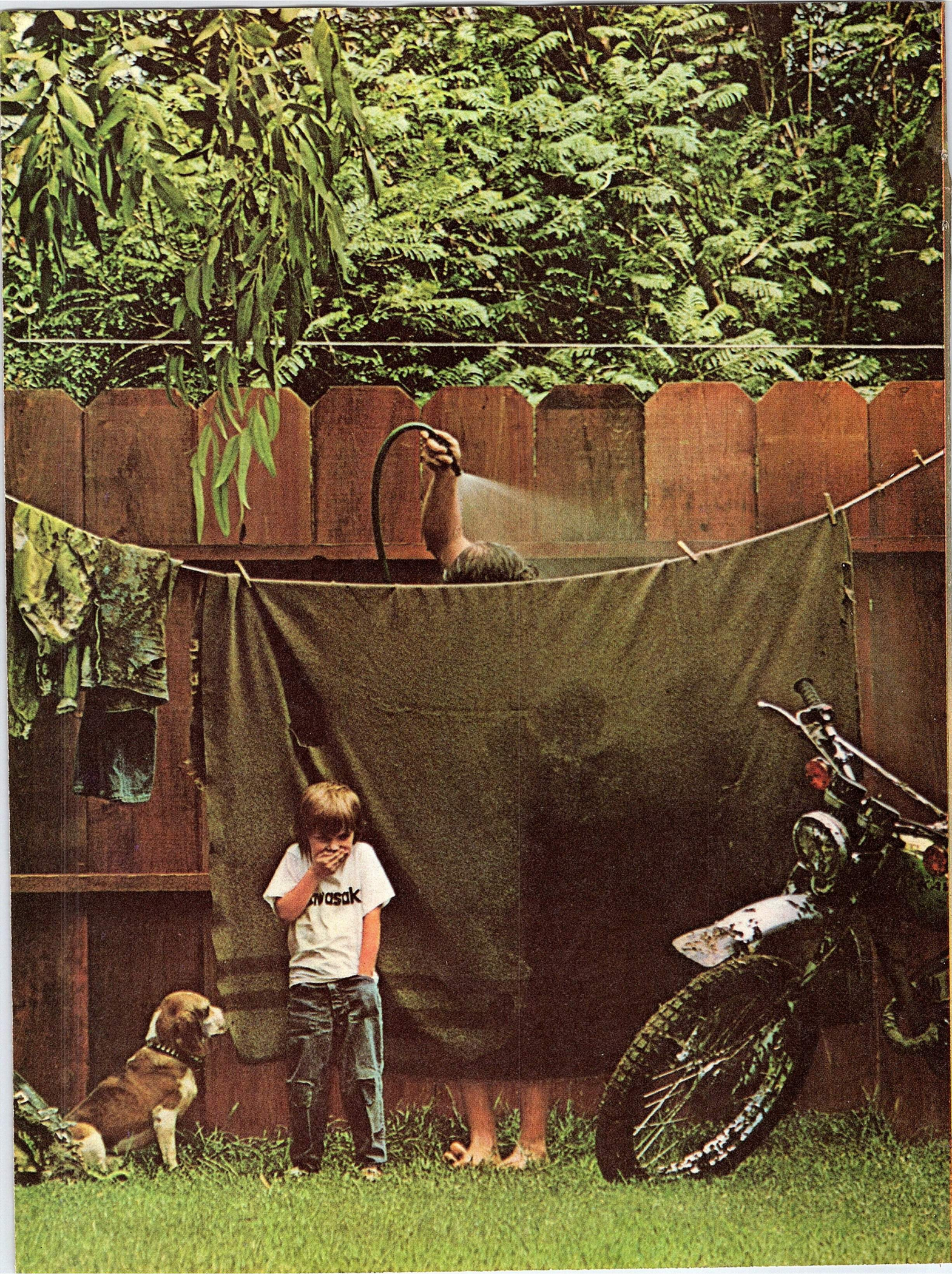
The Saturday events were great. Barry Higgins held a Puffers Motocross School for 30 studious students, and all feasted well upon the

Saturday night booze, food and entertainment. Just as Joel Robert could booze all night and win all day, a few of the girls did partake in a few too many — would you believe, knee walking drunk, and then followed up with some fine riding on Sunday.

There was only one major problem. The First Annual Southeastern Powder Puff Championship did happen to fall on the same weekend as the new record-setting all-day downpour in northeast Georgia. Edison Dye wouldn't have even left his motel room, let alone put on a race.

Georgia's flattacker Tammy Kirk endured this race to take the championship — laid out on a perfect motocross track ruined by an overabundance of continual cold rain. Gina Prichard finished second, and Terri Rash finished third. Pennsylvania's "hot shoe" Debby Drabik captured the Amateur honors with a 1-1 performance, with Jennifer Tucker second and Sue Doblinger third. Kim Champion won with a 2-1 performance, with Carol Ann Taylor and Kim Sonier rounding out the Mini Class with a second and third respectively. Crystal Champion, the *Cycle News Talladega* — Women's Motocross winner (first all-girl event ever to be held in the Southeast, and of course, an idea generated by Debbie Wilkins), mastered all the holeshots, but lost it in each moto as the enduro characteristics increased over the motocross characteristics. It was so bad, all seemed in favor of cancelling the final moto; however, since several riders had ventured from so far as Louisiana, Pennsylvania and Michigan, to name a few states, the final moto was held in order to allow everyone to "get their money's worth." Each of these lovely ladies looked like a muddy weed after each moto. (A weed is simply a misplaced flower, in case you didn't know.)

These professional women were most impressive! They took advantage of all their previous "ballet lessons" and presented one fine coordination and sense-of-balance exhibition by really smoking through a treacherous course WFO. Georgia clay, when wet, makes ice look simple for navigational purposes, but these women were serious, and they didn't hold back. After this, riding like a girl can only be considered a compliment!





MOST ADULTS

I know don't like mud. Or think they don't. Maybe it's because, when they were kids, their parents always said, "Stay out of the mud!"

And if you came home muddy, it was a crime against the universe. That's how it was with me. Just like the next guy, I learned that mud is bad, and nice people stay clean unless they're grubbing around the garden or something.

Then I bought a motorcycle. A Kawasaki enduro. What I had in mind was to have a little fun riding around the boondocks. And for the first couple of week-ends I stayed on the hard and narrow path. The bike was peppy, easy to handle, and I felt good riding it.

But my third time out, it had rained the night before. And there it was confronting me. Lots and lots of mud.

At first I kind of crept through it and got a little splattered, and then I thought, "What the hell," and opened up the throttle and, man, did I go. I roared through every mudhole I could find. And before long I was a flying mudball, Mr. Muddy. But instead of feeling dirty, I felt absolutely clean. My bike must have felt clean too, because it zipped along without one sputtering complaint.

Washing off the mud at home was like washing off the best time I had had in years. I hope next Friday it rains again. Really hard.

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lets the good times roll.

Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride. See Yellow Pages for nearest Kawasaki dealer. Member Motorcycle Industry Council.

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STREET BIKE

☐

DIRT BIKE

☐

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Address: _____ Home Phone: _____

City, State, Zip Code: _____

Type of Motorcycle: _____ Model: _____ cc: _____

My present insurance is with: _____ my annual premiums: _____

My present policy expires on (date): _____

GIANT HUMONGOUS FIRST ANNUAL DIRT BIKE READERS' SCIENTIFIC SURVEY

Here's your chance to influence the course of world events, strike a blow for consumerism, get it all off your chest (or chestette, as the case may be), determine what bikes we test, and put the pressure on the motorcycle manufacturers of the universe. All you gotta do is vote. Think carefully, select and fill in the bike you think is best in each category, answer the superfluous questions at the end, and either rip this page out of the book or copy it somehow — of course, you could buy another issue and rip that one up — then mail in your response to: SCIENTIFIC SURVEY, P. O. Box 317, Encino, California 91316. Thanks.

BEST 100/125cc RACER:

1. BULTACO PURSANG 125
2. CAN-AM 125 MX
3. CARABELA 125 MX
4. CARABELA 100 MARQUESA MX
5. CZ 125 MOTOCROSS
6. DKW 125 MOTOCROSS
7. HODAKA 125 COMBAT
8. HODAKA SUPER COMBAT
9. HODAKA SUPER RAT
10. HONDA CR125
11. HUSQVARNA CR125
12. INDIAN MT100
13. INDIAN MT125
14. KAWASAKI KX125
15. MAICO 125
16. OSSA 125 PHANTOM
17. PENTON 100 MX
18. PENTON 125 MX
19. PUCH 125 MX
20. RICKMAN 125 MX
21. SUZUKI RM125
22. SUZUKI TM100
23. SUZUKI TM125
24. TYRAN 125 MX
25. YAMAHA MX 100
26. YAMAHA MX 125
27. YAMAHA YZ125B
28. YAMAHA YZ125C (Monocross)
29. ZUNDAPP 125 MX
- 30.

BEST 175 — 250 RACER:

31. AJS STORMER 250
32. BULTACO 200 PURSANG
33. BULTACO 250 PURSANG
34. BULTACO 250 ASTRO
35. CAN-AM 175 MX
36. CAN-AM 250 MX
37. CARABELA 175 MARQUESA
38. CARABELA 200 MX
39. COOPER 250 MX
40. CZ 250 MOTOCROSS
41. GREEVES 250 MOTOCROSS/DESERT
42. HONDA CR250
43. HUSQVARNA 175 CR
44. HUSQVARNA CR250 GP
45. KAWASAKI KX250
46. MAICO 250
47. MONTESA CAPPRA 250 V 75
48. MOTO VILLA 250
49. OSSA 250 DESERT PHANTOM
50. OSSA 175 PHANTOM

51. OSSA 250 PHANTOM
52. PENTON 175 MX
53. PENTON 250 MX
54. POWER DYNE 250
55. PUCH 175 MX
56. RICKMAN 250 MX
57. SUZUKI TM250
58. YAMAHA 175 MX
59. YAMAHA 250 MX
60. YAMAHA YZ250
- 61.

BEST OPEN CLASS RACER:

62. AJS 410 STORMER
63. BULTACO 360 PURSANG
64. BULTACO 360 ASTRO
65. CZ 400 MOTOCROSS
66. GREEVES QUB 380
67. HUSQVARNA CR360 GP
68. KAWASAKI KX400
69. MAICO 400
70. MAICO 450
71. MAICO 501
72. MONTESA CAPPRA 360 V 75
73. PENTON 400
74. POWER DYNE 360
75. ROKON 340 COBRA
76. ROKON 340 MX
77. SUZUKI TM400
78. YAMAHA MX 400
79. YAMAHA YZ360
- 80.

BEST OBSERVED TRIALS MOUNT:

81. BULTACO 250 SHERPA/T
82. BULTACO 350 SHERPA/T
83. HONDA TL125
84. HONDA TL250
85. KAWASAKI KT250
86. MONTESA COTA 123
87. MONTESA COTA 172
88. MONTESA COTA 247
89. OSSA PLOKER
90. SUZUKI RL250
91. YAMAHA TY175
92. YAMAHA TY250
- 93.

BEST 100 — 175cc FOO-FOO BIKE:

94. BENELLI 175 ENDURO
95. BENELLI 125 PANTHER
96. CAN-AM 125 T'NT
97. CAN-AM 175 T'NT
98. CARABELA 100 RALLY ENDURO
99. CARABELA 125 RALLY ENDURO
100. CARABELA 200 ENDURO
101. HARLEY-DAVIDSON SR100
102. HARLEY-DAVIDSON SX125
103. HARLEY-DAVIDSON SX175
104. HODAKA DIRT SQUIRT
105. HODAKA ROAD TOAD
106. HODAKA WOMBAT
107. HOLDER 133
108. HONDA MT125
109. HONDA XL100
110. HONDA XL125
111. HONDA XL175
112. INDIAN ME100 ENDURO
113. INDIAN ME125
114. INDIAN MI175
115. KAWASAKI F-7 175
116. KAWASAKI G-4 100
117. KAWASAKI G-5 100
118. KAWASAKI KS125
119. PANTHER 175 BLACK SHADOW
120. SUZUKI TC100 BLAZER
121. SUZUKI TS100 HAUNCHO
122. SUZUKI TC125 PROSPECTOR
123. SUZUKI TS125 DUSTER
124. SUZUKI TS185 SIERRA
125. YAMAHA DT100
126. YAMAHA DT125
127. YAMAHA DT175
- 128.

BEST 250 & UP FOO-FOO:

129. CAN-AM 250 T'NT
130. CZ 250 ENDURO
131. HARLEY-DAVIDSON SX250
132. HARLEY-DAVIDSON SX350
133. HARLEY-DAVIDSON SS350
134. HODAKA 250 THUNDER DOG
135. HONDA MT250
136. HONDA XL250
137. HONDA SL350
138. HONDA XL350
139. KAWASAKI F-11 250
140. KAWASAKI F-9 350
141. MONTESA 250 KING SCORPION AUTOMIX
142. MONTESA 250 KING SCORPION
143. SUZUKI TS250
144. SUZUKI TS400
145. YAMAHA DT250
146. YAMAHA DT400
- 147.

BEST ENDURO BIKE IN THE WORLD:

148. BULTACO ALPINA 250
149. BULTACO ALPINA 350
150. BULTACO 250 FRONTERA
151. BULTACO 360 FRONTERA
152. COOPER 250 ENDURO
153. DKW 125 ENDURO
154. HONDA MR175
155. HUSQVARNA 175
156. HUSQVARNA 250 WR
157. HUSQVARNA 400 WR
158. HUSQVARNA 450 WR
159. JAWA 250
160. JAWA 350
161. JAWA 500
162. KAWASAKI D 125
163. LAVERDA ISDT 250
164. MAICO 250 QUALIFIER
165. MAICO 400 QUALIFIER
166. MONTESA 250 TWO DAYS
167. MONTESA COTA 172 TRAIL
168. MONTESA COTA 247 TRAIL
169. MZ ETS 250 ISDT
170. OSSA 175 SUPER PIONEER
171. OSSA 250 SUPER PIONEER
172. OSSA 250 EXPLORER
173. PENTON 100 BERSHIRE
174. PENTON 175 JACKPINER
175. PENTON 400 MINT
176. PUCH 125 ISDT REPLICA
177. PUCH 175 ISDT REPLICA
178. RICKMAN 125 SIX DAY ENDURO
179. ROKON RT340
180. ZUNDAPP 125 ENDURO
- 181.

Just a few more things to fill in. No names, we're not going to prosecute the guilty.

WHAT'S THE BEST ALL-AROUND MOTORCYCLE?

WHAT KIND OF A BIKE DO YOU OWN?

WHAT KIND OF RIDING DO YOU DO MOST?

WHAT KIND OF STAPLES DO YOU LIKE BEST?

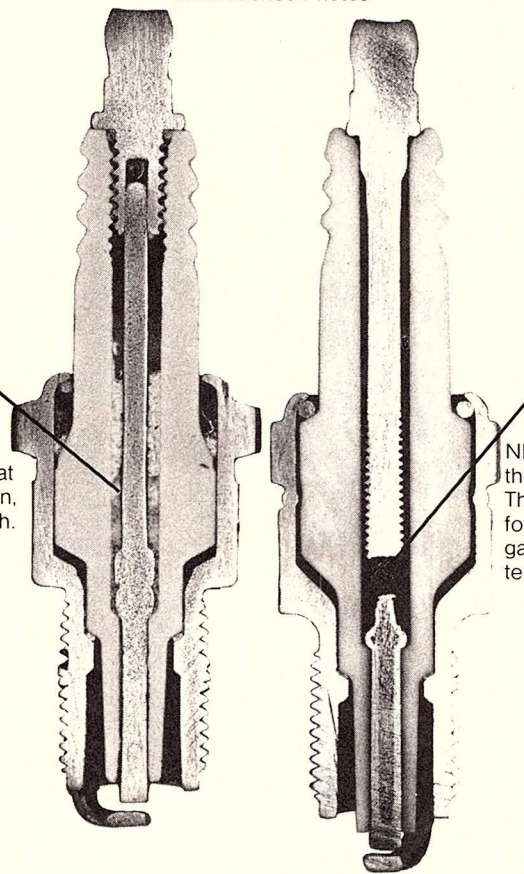
AND WHY AREN'T YOU SUBSCRIBING?

Look inside and you can see the difference that makes ND the outperformer.

Unretouched Photos

MOST PLUGS

With most plugs, the center electrode is held in place by powder. Cold or heat or vibration can break the powder down, allow combustion gases to flow through. There goes performance.



ND PLUGS

ND's center electrode is fused right to the insulator with a copper glass seal. This guarantees excellent conductivity for electricity and heat. And a superior gas seal. Even under severe temperature extremes.

In every ND spark plug, the center electrode is *fused* right to the insulator by a special copper glass seal. This means the ND electrode can never separate from the insulator, never come loose. You are guaranteed excellent heat conductivity and superior gas seal out. You never have to worry about pre-ignition or overheating at high speeds, or carbon fouling at low speeds.

In addition, the housing and insulator of ND spark plugs are made into a single unit with a special electric heat sealing to be perfectly gas and pressure-proof even at high temperatures.

Make your next choice ND. All the biggest names in motorcycles use ND electrical parts.



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producer of electrical
parts for motorcycles.**

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857 East 230th Street Carson, California 90745

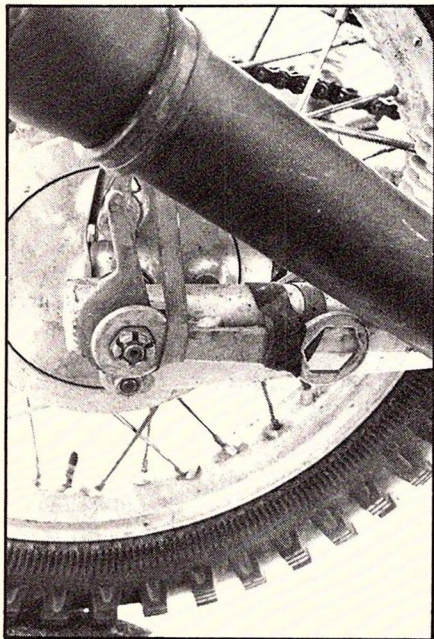
TOGETHER TECHNOLOGY

2-DAY PREPPING

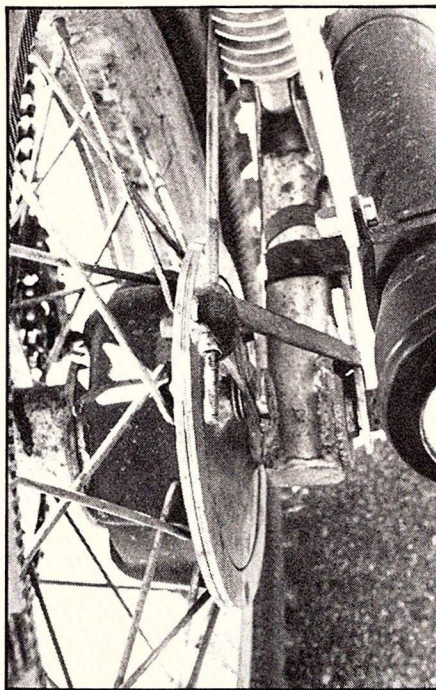
*Thank goodness
they don't have Six-Day Qualifiers*

by the Staff of BROKEN BIKE

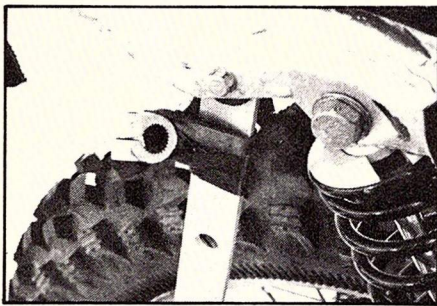
Since we put an awful lot of time, some muscle, and a bit of thought into bike preparation these past few weeks, we'll pass on some of what we learned. No, there's nothing in here about routine scheduled maintenance and how important it is to regularly change the air in your tires. Maybe you think our finishing record in the Shamrocks' Two Days and the Mint subtracts from the validity of anything we say about preparation, but we only lost two bikes to breakage — and one DNF, Chet's, was because his mind seized. We lost Don and Dick during the Qualifier when our test Husky stuck and Don's muffler split. Don is therefore in charge of muffler advice and Dick was banished to the small, paneled offices of MXA, never to be invited to a two-day event again.



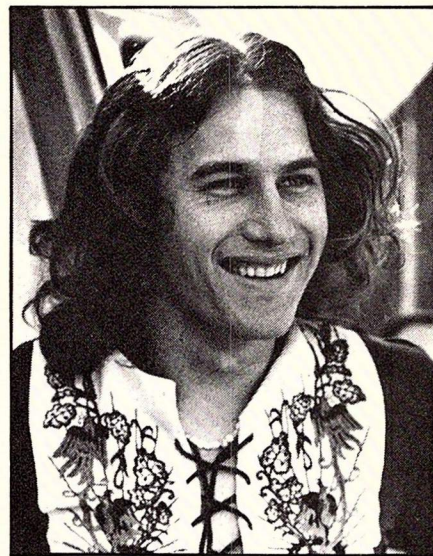
Assuming you've already practiced fixing flats and that you're serious enough not to let a flat fix you, take the time to make things easier on yourself. The wrench for the axle was strapped right in place with inner tube rubber, and a T-bar was welded on the other side. Zap, the axle's off. Zip, off comes the tire.



Every bike is different, but all have time-saving possibilities if you use your head. Normal Bultaco brake rods are cotter-keyed onto the brake arm; for efficiency, the key was left off, the fingers of the arm were bent and a rubber band held everything together. Should an adjustment or a tire change have been necessary, everything would have come apart in less than a second.



It's impossible to overstate how important inner tube rubber bands are; go buy a tube if you don't have an old one; cut it up and learn what a Mobius strip is. Here we used a rubber band to carry a spare shift lever. The lever is supported by the pipe mount and runs behind the frame tube to the back strap of the Yamaha tool bag.



Here are some of the tips Carl Cranke and Jack Penton passed along at a winging-it-type Six Days Trial Seminar on the eve of the Two Day Qualifier at California City.

Consolidate your tools. Cranke took the four sockets he uses most and welded them together into a two-at-each-end-back-to-back wrench. It eliminates having a pile of wrenches to sort through.

Have three spark plugs and the plug wrench where you can get them in a hurry. Why three plugs? Because if you have a problem you may ruin a plug or two before it gets sorted out. Both the shift lever and rear brake pedal on Cranke's bike have a folding, spring loaded joint in them. If they snag on something they fold instead of tearing off or maybe bending a shaft.

Carry plenty of master links and enough chain to replace damaged links.

Use Silicone Seal for the air box, but not too much. Remember what happened to Jeff Penton at Massachusetts in '73.

Vent the ignition cover and then Silicone Seal it for maximum water-proofing.

Carry spare cables. Some tape the spare next to the cable in use. Others carry them separately so that whatever destroys the working cable doesn't wipe out the spare too. Cranke was still running the same cables he used last year for the Six Days. Terry's. And you don't have to lube them, one less hassle.

Run your throttle cable behind the handlebars so it's protected by the bars from snagging on branches. That way it's also less likely to be damaged during an upset.

Carry tire irons, spare tube and tire sealer foam. Some riders carry two foams. If the first one doesn't work they use the second to inflate the replaced tube.

Practice tire changing. Cranke has been timed in 3 1/4 minutes for a rear tire change.

Know your machine. Take it apart and put it together again with TLC so you know every piece personally. ⚙

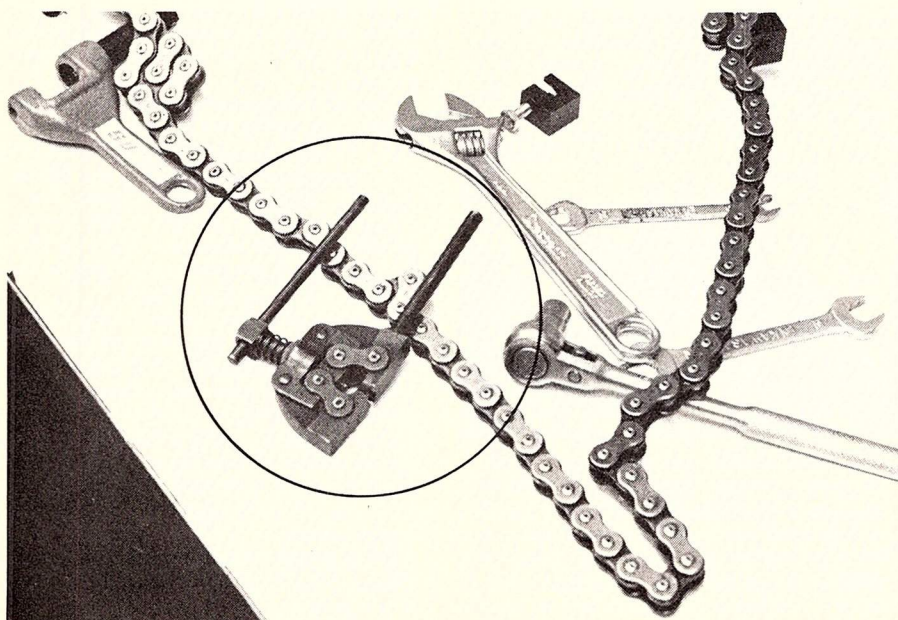
PRODUCT EVALUATION

CHAINBREAKERS

by the Staff of DIRT BIKE



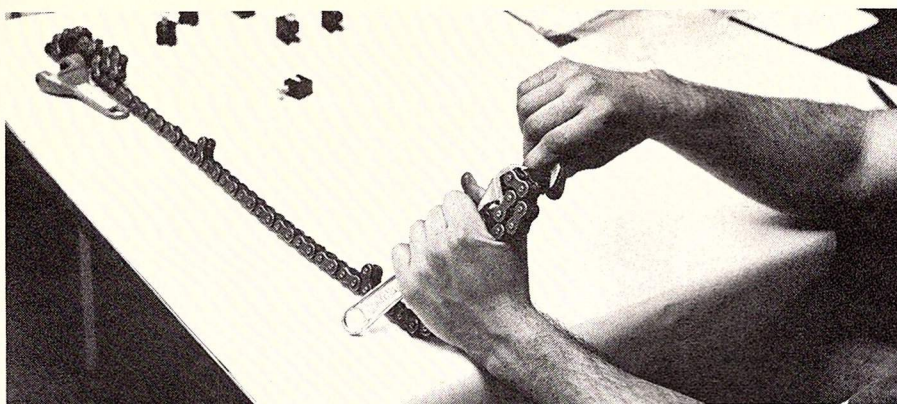
Buy now, read later



All the chainbreakers and paraphernalia we needed. The King Dick is the one circled.

Most people, at some point in their motorcycling career, will have occasion to break a chain. So we are going to tell you which chainbreaker to buy. If you have any confidence in us at all you will immediately go out and buy one — assuming you need one; don't let your loyalty get you frantic. If you are a natural skeptic, you will have to read beyond the next paragraph and see how we reached our conclusions, at which point you will believe us and you will go out and buy one. Then you'll no longer have to read the whole article only to find out what most other people found out in the first few paragraphs. In short, you will trust us from then on.

If you want a chainbreaker just for the toolbox or if you use one quite often, then buy the King Dick. (See the box for where to get one and how much.) If you want a smaller



And here's to show our fine technique of breaking chains.

chainbreaker you can hook on your bike for emergency repairs, buy the Beaver Tooth. It's smaller, cheaper and works just as well as the King Dick. But, it requires a 10mm wrench and a crescent wrench to make it go. The King Dick needs no other tools. Both chainbreakers work on both 420/28 and 520/28 chain. For the dilettante, the casual chainbreaker user, the Beaver Tooth will do. It's cheaper.

For you skeptics, here is how we arrived at those conclusions. We brought together 12 chainbreakers

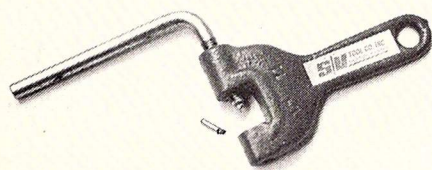
their breakers would fit both sizes, we tried all the breakers on both sizes of chain. This narrowed down the field considerably. Three of the breakers just would not fit both sizes. Also, three of the breakers — the K&N T201, the Webco 1047 and the Webco 1350 — broke. That is, their pins broke. Though this may have been a fluke, we ruled them out on the grounds that quality control was low.

We were left with three of the portables that would break both sizes of chain and looked as though

they would hold up for some time. They were the Ocelot 2513, the Casler and the Beaver Tooth. The Ocelot 2513 is designed to fit both sizes of chain; it has one side of the breaker for one size and the other side for the other size. Nifty. It is the sturdiest looking of the portables. It costs \$5.95. Its cost ruled it out (for most of us). If you're going to spend six bucks, you may as well spend six and a half for the far-superior King Dick. The other portables did not look quite as sturdy but did break chain just as easily, and you shouldn't be using a portable very often anyway.

The Casler and the Beaver Tooth both work on both chain sizes also. They are about equally sturdy. The Casler needs a 13mm wrench and a crescent wrench; the Beaver a 10mm and a crescent. The Casler is \$3.95 and the Beaver Tooth is \$2.95. The Beaver Tooth wins.

Like we said, if you want a breaker for the toolbox, buy the King Dick. For a portable, buy the Beaver Tooth. See, you didn't have to read beyond the second paragraph. Trust us.



An obvious loser. The pin broke off, leaving us helpless.

and did the only logical thing: we broke chains with them. Only three of the chainbreakers were the type that did not use other tools. They were the Webco 1047, the Webco 1048 and the King Dick. All nine others were of the variety that you can strap on your bike easily, but need other tools to work.

As soon as we began we noticed one thing: some of the breakers were recommended to break only one size chain, for example 420/28. They would not fit any larger size. A disadvantage. Why spend three bucks on a chainbreaker that couldn't be used on a larger chain when you could buy a different breaker that would cost the same and fit both sizes? You wouldn't, of course.

But just to be sure that possibly the companies weren't aware that

WHERE TO GET ANYTHING WE TESTED

| WHERE | FOR CHAIN SIZE | PRICE | NAME OR PART # |
|--|----------------|--------|----------------|
| Graham's Sheet Metal 7325 Greenbush Ave. North Hollywood, California 91605 (213) 764-1808 | 520 | \$2.95 | Graham's |
| K&N Engineering P. O. Box 1329 Riverside, California 92502 (714) 682-8813 | 420 | \$3.95 | T200 |
| K&N Engineering | 520 | \$3.95 | T201 |
| Ocelot Engineering Products 950 Kendall Drive San Bernardino, California 92407 (714) 882 1761 | All | \$5.95 | 2513 |
| Ocelot Engineering | 420 | \$3.95 | 1390 |
| Ocelot Engineering | 520 | \$3.95 | 1391 |
| Webco Inc. Box 429 Venice, California 90291 (213) 870-7758 | All | \$6.60 | 1047 |
| Webco Inc. | All | \$8.35 | 1048 |
| Webco Inc. | 520 | \$2.95 | 1350 |
| Casler Performance Products 1031 W. Brooks St. Ontario, California 91762 (714) 986-4537 | All | \$3.95 | Casler |
| Webco Inc. | All | \$2.95 | Beaver Tooth |
| Webco Inc. | All | \$6.50 | King Dick |

(You know which ones to buy but here are the other addresses anyway. Specify the name or part number when you order. Important.)



HANGTOWN 125 & 250 NATIONALS

*The races
where horsepower
didn't count*

WHO & WHAT'S HOT FOR '75

by GEORGE WEGNER
& GUNNAR LINDSTROM

Hangtown was this year's first National for the two smaller classes. It is supposed to show the spring form of the bikes and riders. This year it didn't. It showed who could pick lines through the mud without getting stuck, and whose bike could run two times 30 minutes with lots of water and mud oozing through it.

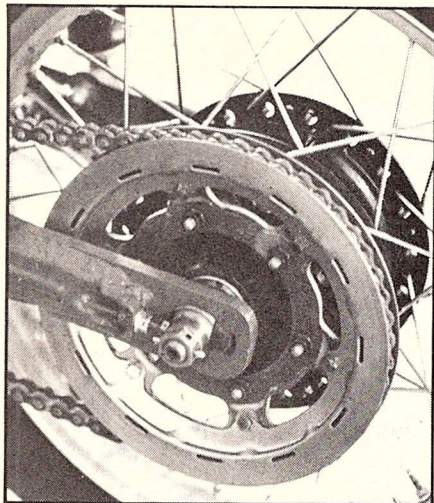
The 125 class had attracted seven different brands and 50 riders. Honda and Yamaha had the biggest effort. The new 125 Monocrossers were fast and light — and they seemed to work very well. The Yammies were carefully prepared and Tim Hart and Bruce McDougal rode the inside all day. On the other hand, the Hondas were not at home in the mud. Their riders probably wished they were at Saddleback or Carlsbad. The red RC125 used last year was not around; instead the bikes were modified CR125s with Redline swingarms and S&W shocks. Both Smith and Croft ran into



This classic photo illustrates precisely more than one of the problems which confronted the riders at the Plymouth National. Worth: 1000 words plus. Check it out, Larry!



Rain, rain, and intermittent showers for days before, on Saturday, and through the Qualifiers on Sunday. Morris Malone on his Maikaw(?), and possibly Barney Newman, quickly slip through the slop, wheel to mud to wheel, hoping to qualify.



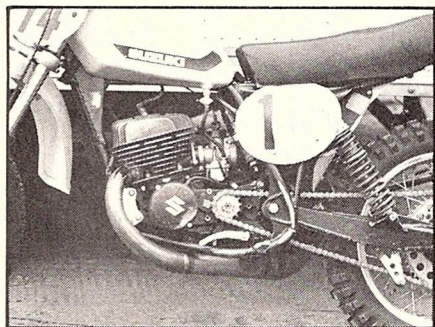
Honda's mud bumper chain funnel.

problems, and although Marty finished third, he was never really in contention for the top slot. Where were the Kawasaki and Suzuki entries? Nowhere! But Kawasaki got a second for free when Doug Raines scored on a Cliffs Cycle sponsored greenie. The KR is an excellent bike for those conditions.

There were two Can-Am entries with scoots that looked like smaller versions of the 250, but they were eaten alive by the prevailing muck. Husky's 125 ace Nils-Arne Nilsson didn't show. It would have been interesting to see a much-needed new Husky in action. Coleman's Husqvarna, a northern California Husky dealer, had a much-modified stocker that did quite well, but the step up to the Monocross is big.

Dan Turner and his Bultaco had the crowd on their toes when Hart temporarily had trouble and Dan passed him and won the first moto. The second moto, however, was another story. All the Bultacos at Hangtown were fast and stock, except for the rear shocks.

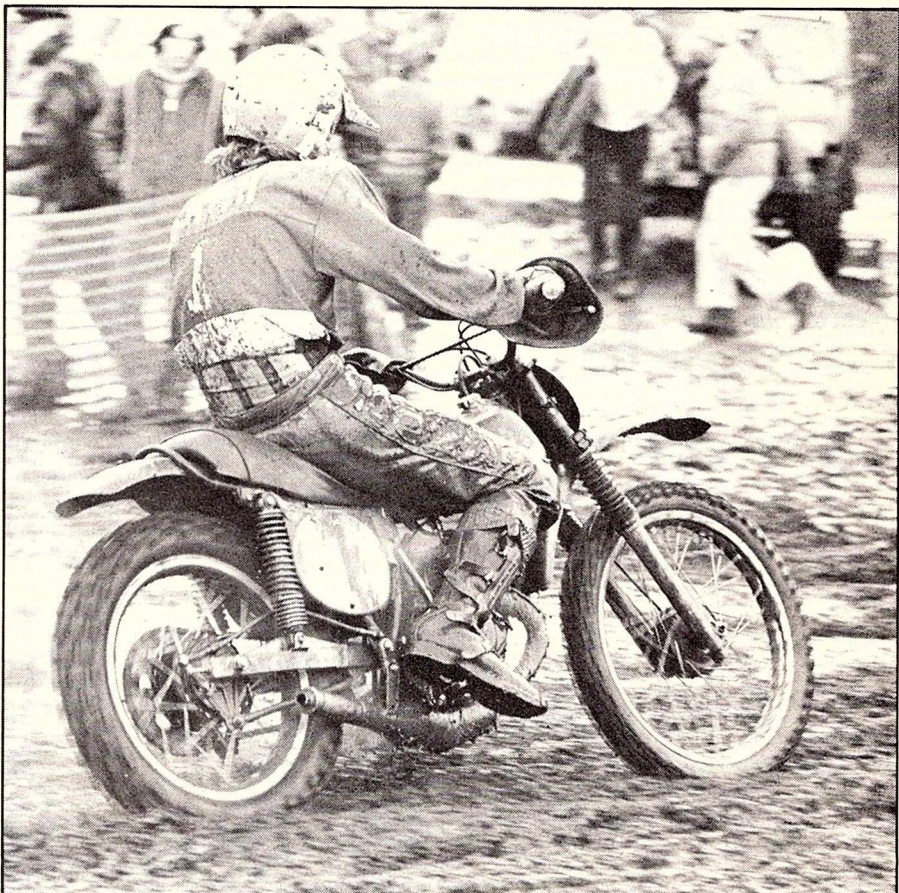
Hodaka is trying to get into



Grossi's factory mount. In his old "Berserko Billy" style, he blazed wide-open around the outside of everything. In round two, while chasing and gaining ground on Howerton, he laid it down, handing second spot over to DiStefano.



Mudslide Slim in the qualifying round.



big-time racing with both distributor and private entries with results this time. We'd like to see them try again and where is the Thunderdog? It's surprising that Carabela didn't enter the 125 class since they had a 250 entry.

And where were all the 125 Pentons that had such a hold on the class a while back? Missing, too.

There were a lot of people in the 125 class, but the real interest was in the 250 where there were almost 90 entries and 13 different brands.

As in the smaller class, Team Honda had the biggest effort but in

Marty Smith, Hangtown small bore champ two years running, looked faster than ever as he made up for starts ranging from poor to worse in both heats. Not too shabby on basically a CR125 with S&W shocks, Redline swingarm and an Emler pipe.

this class they also had the trickiest bikes. Being trick without finishing doesn't count at all, and that's what happened. Eierstedt's and Karsmakers' bikes were very new and very fast, but in the muck and goo it was a lot more important to keep running than to go fast. The Hondas were a further development of the 250 RC used last fall, but the



AUGUST 1975

rear air shocks had been replaced with more conventional S&Ws. They used a giant front fender that was wider than the fork legs. A new idea that Honda tried was the rear chain funnel instead of a chain guide. It didn't work, since the side vents were too small to get rid of all the mud that packed in there. It will be interesting to see if Honda R&D will continue to experiment with the air shocks and the chain funnel.

Jammin' Jimmy Weinert was the only official Yamaha entrant in the 250 class. His monoshocker used a new swingarm and the chrome moly frame that Pierre introduced last fall. A new pipe had been fabricated that didn't have quite as many turns and bends as the stocker. The changes were obviously done to cut down on weight, and to reduce service work and extend the time period between acetylene-oxygen bottle refills. A Yamaha these days is a quite complicated machine.

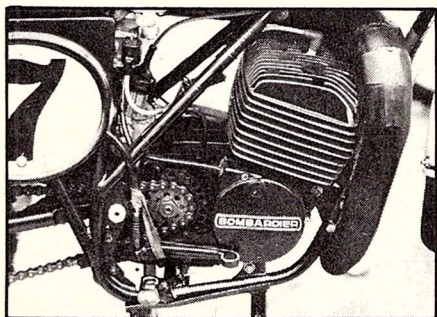
The only non-stock part we could discover on the works Huskys were the air nipples on the fork tops. The springs had been removed, Universal Leakproof fork seals were used, and nitrogen gas did the springing. The work was done by Husky U.S. The advantage was the weight loss from not using the springs, and the *endless* adjusting possibilities. A little more oil was used than before to create the right nitrogen volume for the right progressivity, but the damping units were left stock. The new magnesium air box must be working just right; Kent didn't have a problem all day.

Unlike the Huskys, a bike you can't buy is the Suzuki RH250. Billy's and Tony's Suzies used the well-tried half-laydown, half-moved-up, dual-spring, gas-pressurized, upside-down-mounted shocks that Roger and Gerrit had last year. The frame has been going

Doug Raines slipped his little Kaw into the big second overall slot with two seriously fine efforts. Second and fourth. Hot stuff.



Weinert worked so hard and got sprayed so bad while chasing Tony all day, only to have his Mono switch to five speeds reverse just laps from end of the second go-round.

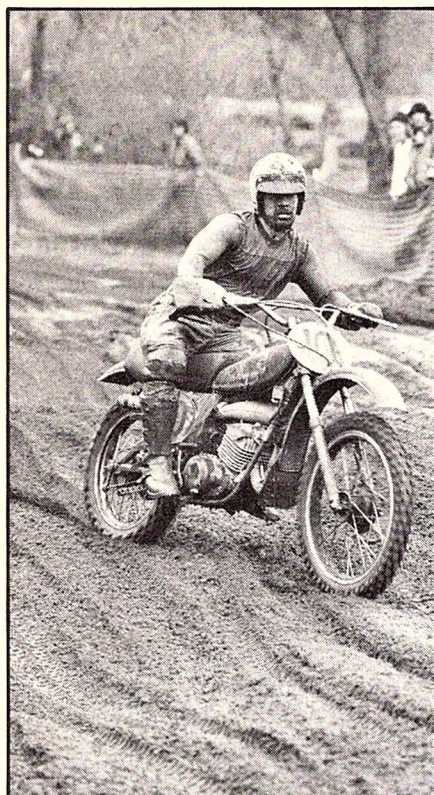


Ellis' bike had a down, around, up, crossover and back pipe. Jim charged hard, went down, hung in there, and charged some more. It earned him third spot with a second and a fourth.

through some mods too. The engine definitely had the necessary grunt for the ruts and the mud. Billy was moving very rapidly at times, to prove that the bike has lots of potential, and Tony put together two good finishes for a second overall for the day.

The Green Meanie people showed up with two new bikes for their two new riders. They were the results of prototypes tested in the U.S. by

Torleif and Gary Wise and are now being used by both the European and U.S. sponsored riders. Kaw has their engine sorted out now, and the latest work had been done in the suspension department with Kayaba, the Japanese manufacturer. The forks are new eight-inchers and the rear uses 15-inch-long cantilevered shocks with remote gas chambers, very much like the Suzukis'. The bike weighs around 205 pounds



Hart, King of the eighth-liters at Plymouth, took home his share of the Mother Lode. (Thought we weren't going to mention it, huh?) You should have seen him wheelie around everyone on the outside of the big slop straight after turn one in the start of heat number two. Such style!! Such speed!!



Typical Can-Am, Jonsson-Yamaha front forks with Sun rims.

ready to go and seemed very competitive in the hands of the two Garys — Semics and Wise.

If you get a chance to look closely at the Can-Am transporter bus at a race, don't miss it. It's far-out and to list all the trick stuff they are carrying would take a separate article in our sister magazine, *Road and Truck Action*. It's all the way, from air conditioning to a microwave oven. Their bikes are trick, too.

DiStefano put together two strong, consistent and stylish heats for the number two spot. Very slick. His knees never touched the ground. Zookie's taking good care of him. Alright Tony!



They were obviously ready for all the mud and water, a quality inherited from the enduro line. Can-Am got their two riders in among the first four; very impressive for both bikes and riders. Their rotary valve looks very much the same as last year's, with a lot of work going on in the suspension department. Surprise. Mike Runyard had two bikes, one with moved-up shocks and one with laydowns, but in the race both he and Ellis used the cantilevered versions. The small K&N air cleaner is located right up under the seat, and the Bosch CDI ignition is a sealed package. The bike is good, with lots of future potential.

The Bultaco, Maico and Ossa teams didn't show up with lots of vans, mechanics and prototypes. Still, they put in an impressive effort. Tripes' Bul and Mosier's Maico (no Maico five-speeds seen on these shores yet) were both stock except for the rear shocks. DeSoto's Ossa had a laydown job; Darnell's had long-travel gas Curnutts. Peter Poo Lamppu's CZ was painfully stock, which may explain why Jim West rode Brand X instead and Bob Harris didn't show, although they were entered by American Jawa.

Harley had a 250 entered that didn't show and Carabela also had a 250 entry that we didn't see running. Montesa Motors had Milan Garret entered on a new 250 V-75.

That's the trick stuff we saw through the drizzle. It was hard to see details, when the bike was barely visible through the mud, and our cameras had seized long ago. But it seems that the weight war is over now or it has turned into a rear suspension battle, with only Yamaha and Husqvarna having a solution that works that you can buy.

What is the quickest bike right now? And who's going to be the champion? Don't ask, 'cause we don't know yet, but we sure know who runs great under water. ☪

HANGTOWN RESULTS FIRST MX NATIONALS

125s

1. Tim Hart (3-1) YAM
2. Doug Raines (2-4) KAW
3. Marty Smith (5-2) HON
4. Warren Reid (4-8) HON
5. Fred Joehnck (9-7) HON
6. Kevin Henry (17-5) BUL
7. William Amaradio (10-12) HON
8. Floyd Burk, Jr. (13-10) KAW
9. Stewart Anderson (19-11) BUL
10. Dan Turner (1-42) BUL

250s

1. Kent Howerton (1-1) HUS
2. Tony DiStefano (3-2) SUZ
3. Jim Ellis (2-4) C-A
4. Mike Runyard (9-7) C-A
5. Steve Stackable (11-6) MAI
6. Gary Wise (6-11) KAW
7. Rich Thorwaldson (14-5) MAI
8. John Savitski (12-8) BUL
9. Gaylon Mosier (10-12) MAI
10. Sal DeFeo (5-17) MAI



CZ400 MOTOCROSS

THE NOBLEST LAND-BASED CREATION KNOWN TO MAN

Well, maybe the second noblest.

If you have been following CZ's progress, you've surely noticed that they're an outfit that doesn't market anything that is not thoroughly tested and proven completely dependable.

Take the center port split frame, for instance. It probably won't be seen over here as a production unit for at least another year or so, maybe much longer. Falta and his

Outrageously biased text by Comrade George Wegner; italicized, sensible remarks by the rest of the staff





Gunnar, our newest Swedish scale and motorcycle analyzer, easily lifts the new lightweight 400. Please ignore last year's rims.

stem at the top rear of the trick boot. For adjusting, one pound of air pressure is equivalent to roughly five pounds of rider weight. Falta likes 42 pounds for this mounting position. To change dampening, oil can be added or removed through a screw in the bottom of the shock body. Capacity is 160 to 190cc.

Falta swept both heats of the second GP this season in Austria using the same shocks, but laid down.

Forks are basically the same fine units as last year's. Except for three improvements. First, the addition of drain screws on the bottom outside of each leg. They've got a full 200mm of travel. Last year Falta's GP mount had 230mm. This year he's down to 210mm to lower the CG slightly. Better for the switchbacks. You can still add oil without loosening the bars by removing two large filler screws, but now you can change the oil without removing the legs. Much better.

Second change. Well, actually as of mid-'74, there are no longer bronze bushings in the tops of the legs. Less unsprung weight.

Third, there's a new front axle and new machining on the left leg for the axle to thread into. There's still a cinch bolt to clamp the axle on the right leg. Quicker changing. One less axle nut to remove or lose, one less nut and bolt to loosen. And, again, less weight.

Try to ignore the rims on our test unit. Ours was one of a freak shipment that arrived with last year's leftovers. CZ's new numbers (see photo) are very similar to D.I.D.s but are of Czech manufacture. Local reports indicate that they're holding up better than the Japanese models, even for a certain ace wheel bender in Costa Mesa. If Maly can't bend 'em, they're unquestionably indestructible.

Not only is the exhaust system an incredibly beautiful *grungous* piece

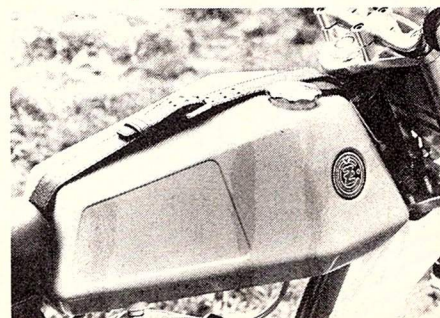
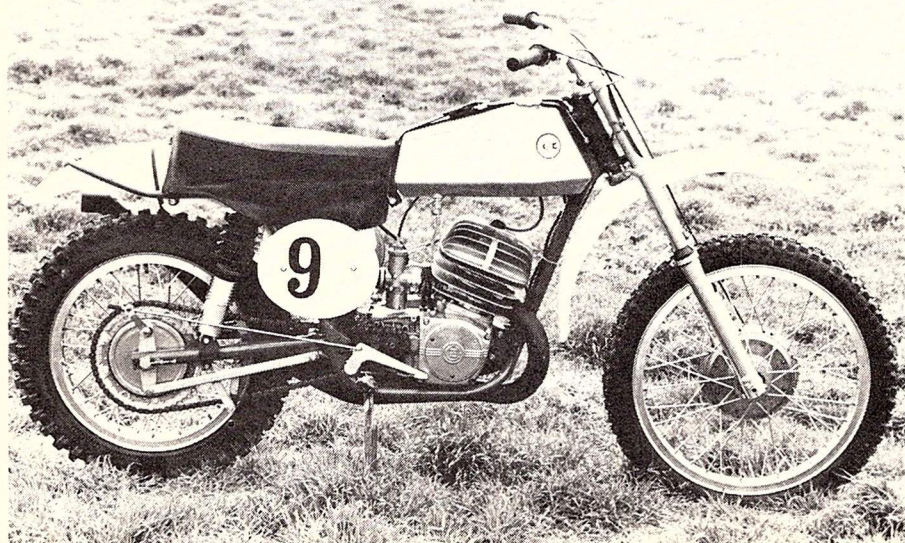
teammates have been running that design for some time. Who knows when it'll go into production? American Jawa knows what changes have been made when they open the crates. They recently received over 50 250s with the three cylinder fins milled away. The next shipment had the new casting.

This past season, Jaroslav Falta regained the World Championship for CZ. Yeah, but for the record it was Moiseev. But we agree, Falta was screwed. An injured Tony DiStefano was edged out in the final races last year to take second spot in the 500 National Championship. Rick Burgett rode his own CZ to fifth overall in the Trans-AMA Support class. The first four positions belonged to factory efforts. Did you know that DeCoster, Robert, Lackey and Tripes, just to name a few, received their initial serious training in Czechoslovakia at

the CZ factory? Robert's first four World Championships were won on CZs. His first in '64, then Victor Aberkow on CZ in '65. Joel again in '68, '69 and '70. Surely you remember Paul Friedrichs, who won three consecutive Open class World Championships on CZs in '66, '67 and '68? What does all this mean to you? An awful lot of pride and confidence if you're a true CZ freak.

NEW STUFF

Probably the first thing your eyes will jump toward are the forward mounted, springless air shocks. They're identical to the ones that Falta is using as this is written. They're completely rebuildable, and adjustable. Externally adjustable. With the help of a pinned spanner, most anyone can tear them down, replace the seals and reinstall them in a very few minutes. Air pressure can be adjusted by means of a valve



Leather on aluminum.

of art, *Hmm?* but it also does an admirable job of passing gas. And *it's bulky and looks heavy*. Brilliant Czech design obviously has helped greatly in taming an engine with such devastating power and torque characteristics, giving it a powerband as wide as the Pacific. *Why not include the Atlantic, while you're at it?*

There's a sano slip-fit up front with two heavy-duty springs. It's bolted to the frame in the center, and two more springs (two-position adjustable) support the rear third with its zoomy horizontal tip. A flat spot is formed into the belly to give your kicking foot (usually the left, but either) clearance to swing by. Nice detail. The new mount is also less vulnerable, much better than last year's.

Aside from changes in the cylinder casting from seven fins to four for lightness, the engine and ignition are basically the same. Why change it when it's right?

The fuel tank is your basic aluminum alloy factory works replica unit with an offset filler hole, securely held in place by a genuine leather belt. Surely one of the better ways for mounting, because there are no stressed mounting tabs to crack, cause leaks or break loose. One less thing to worry about.

The frame is basically the same wonderful combination of unbreakable tubes and gussets as last year's, except for relocation of top and bottom shock mounts.

OUT GASSIN' IT

Up the straight and headed for turn one. Wait till the last second, then count to five. Back off an instant, don't downshift. Roll on the throttle and lay it over. It'll blast you through the berm and get you to that next turn quicker than you ever thought possible. Traction permitting, you can loft the front wheel almost anywhere with a minimum

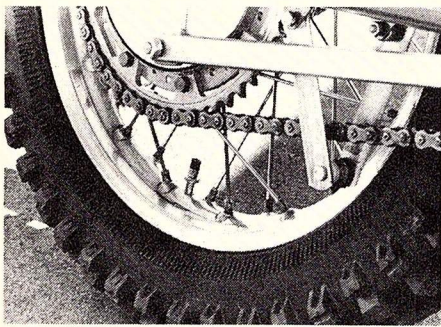
of revs. The revs build so smoothly and predictably that it's the kind of power that can be easily and skillfully used by Novice and Expert alike.

Does it work? Just slide it out of a bermless turn rolling on the gas. The front end will lift; shift your body weight slightly to point it where you're headed, and you'll be past where you were headed before you know it. *That's easy for you to say, George*. Such speed with so little revving. It's so smooth that you'll be going faster than you think before you know it. Beautiful. Once you get the hang of it, you'll be blazing around your favorite course a gear higher [test report cliché number 47] through nearly all the turns. In fact,

the CZ 400 handles so well that you could easily win two 40-minute motos without ever having to touch the bars even once. *Yeah sure!*

Turning is the expected CZ precision. Barums will stick to anything. *How 'bout glass?* Just point it and gassit! It'll go exactly where you want it to. Just think of it, motocrossing over Everest. *Don't forget your oxygen tank*. If there were no such thing as motocross, after riding the CZ, it would have been invented. *Mel Brooks invented MX 2000 years ago*.

Without a doubt, the CZ is the most forgiving unit you'll ever swing a leg over. It'll get you out of more sticky situations than you'll care to remember. *It'll even keep you one*



THESE are the new rims.

It's all there.



step ahead of the landlord. And, at the same time, it'll get you through a lot of things with complete control where, on another bike, you'd be all over the track. *George has ridden CZs all his life A.T. [After Triumphs] and doesn't know any better.*

In deep sand, it works better than anything we [he] have ever ridden. The bike is designed so you can turn circles around anything when you are up on the pegs. What a gas. Feet-on-the-pegs slides in third and fourth gear in varying radii. Sort of like surfin'.

Up and over a slick jump turn. Gas it, center your weight, and it'll dig a straight-line trench all the way to the next turn. *If there are no humongous whoopdies.* You can't just sit there and expect your lap times to come down. *You can't sit at all.* Its handling is greatly affected by your body movements. Especially when the front wheel is in the air and the rear one is churning. Overall, the handling can be described in two words: Absolutely impeccable. *Nothing, absolutely nothing, is impeccable.*

The 33mm Jikov performed flawlessly throughout our extensive testing. Low and middle-range response was excellent. Every once in a while you would hear it ping, just once, while wide-open.

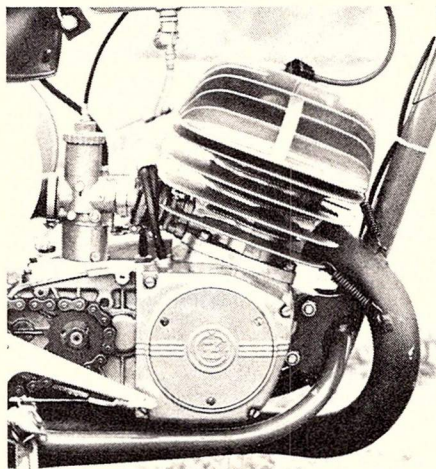
No set of brakes, on any motorcycle, work so smoothly and so progressively as those on a CZ. Faultless. *Faltaless.*

With such precision throttle response and smoothly building power, you can loft the front wheel

just a few centimeters, transferring the weight to the rear for maximum traction, and roll it on, missing all the holes with the front wheel. Definitely the smooth setup. The rear suspension will soak up the bumps as if they weren't even there. *After a trip to American Jawa to scope things out. Good stuff. Strangely, ours was set up for 165-pound Germans.*

Shifting is as natural as breathing. *Well, it is very positive.* Never was a thought necessary. Never was a shift missed.

After the start, you won't need the clutch. *True, no exaggeration.* Just move the lever. More time for concentrating on the business at hand. Even after 60 or so races, if the clutch seal should happen to drool a little, any drippings from the gearbox oil is neatly channeled from the clutch area and out a small slot in the cases. The clutch will not slip.



Four fins, four speeds, forever.

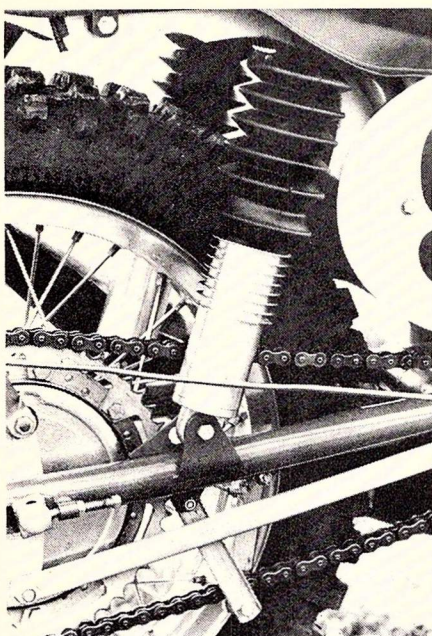
Forks on our test unit were not exactly working up to par for some of our testers at slower speeds. *What are you implying, George?* They were abnormally stiff over smaller bumps on the first outing, which lasted about 30 minutes.

We decided to roll it down to the distributor for eyeballing. *We also detected a vibration much like sitting on the wing of a triple-tailed, four-engined Connie.* Another good reason for going. Third, and most important of all, another chance to fondle THE BLIMP.

Pulling the forks apart and slapping them back together revealed nothing. They're just a little tight and need to get used to moving up and down. They were much better on the bigger bumps. As suspected, the vibration was caused by a loose swingarm. *Something George skipped when he did the initial shaping.* No problem. Do not be afraid.

While we were there, we asked their ace mechanic Charlie Bojer (pronounced Boyer), to check out the rear shocks as well. He wrenched for Friedrichs when he was World Champion. As it turned out, one shock was weeping slightly. He tore them down, threw the inner cylinder into the lathe, and sanded them slightly with emery cloth. Watching him work is like watching a brain surgeon. Some of the early shocks had a slightly rougher finish on this part, causing a short seal life. If yours leaks right away, your dealer should shape them for you. Charlie used 15cc less (175) of H-515 OHA hydraulic fluid from the Bray Oil Co., 42 pounds air pressure.

After some testing we changed to 46 pounds pressure, which worked much better — because most of us are a bit heavier and slower than Falta. So neat. No springs to change. It is a bit tricky [*to say the least*] getting the pressures just right, though. The volume of the shock is so small that the pressure rushes out immediately. It took us about eight tries per shock to get it right, using a good German gauge and an air compressor. *Don't ever go to the races without a super air pump or a charged air tank if you plan on adjusting them.* Be careful not to exceed much more than 50 pounds or you could blow them right away. Still, it's absolutely the finest rear suspension known to man. *The preceding is not necessarily the unanimous opinion of DIRT BIKE*



Shocks of the future, just like Falta's. Magazine or its heirs and assigns.

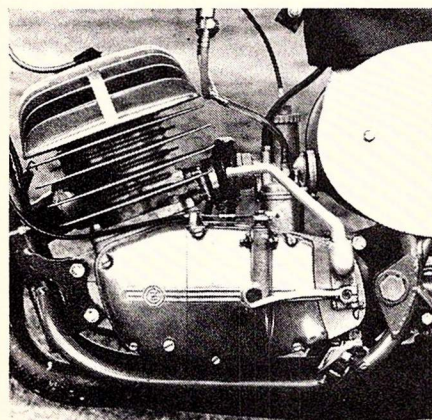
NUTS AND BOLTS

The bar, peg and seat relationship is excellent. Very comfortable while standing or seated.

According to our extremely accurate rear section sensitometers, the seat on our meticulously engineered, masterful meeting of mechanisms and technological advancements, working together with the rider to give a feeling of wholeness and of one, was too soft. *They forgot to put in the padding.* Most (99 percent) of the other new scoots of that brand that we checked had at least 54 percent, but not more than 66 percent, more firmness. *All that to say the seat isn't really right.*

Bars have those same fine bends that we've all come to know and love. *All?* Most everyone will be happy with them.

It is our opinion that the manufacturer feels that sniveling complaints



Beauty and perfection unite.

by American riders about improper grips and air filters are unimportant when you consider that the rest of the package is perfect. Paper filters work very well over there in the wet stuff. They soak up the moisture rather than pass it. Who cares about changing grips? *All those people who buy Pettys, Ourys, American Pros, etc., etc. do. The stock ones are hard and slippery.*

Footpegs are all you could ask for — good grip, spring folding.

Once again, no zerk fittings are provided for the swingarm. You must remove one bolt, fill the hollow pivot shaft with oil, and reinstall the bolt before each riding session. Not

so bad really, when you figure that it insures that the bolts are tight every time you ride.

Clutch is all steel and you'll never have any problems with it. We've heard that desert people replace the springs.

Hubs and front backing plate are magnesium with pressed-in steel drums. Sprocket is steel with lots of material milled away. Maybe not quite as light as alloy, but like the rest of the bike, it's designed to last. Rear torque arm and chain guide, with the exception of the plastic roller, are steel but are not overdone. Just what's necessary.

Several other manufacturers use

Fix Flats in Seconds

You'll zoom away within seconds after you get a flat — if you have new instant Seal 'N' Air. The can contains a safe sealant under pressure. No tools or pump needed. Proven harmless to tubes and tires . . . more than 2,000,000 cans sold. Available at your retailer or write . . . Three Bond of America, Inc. • 10100 Santa Monica Boulevard • Los Angeles, California 90067 •



A feeling of unity that cannot be compared.



It works better in deep sand than anything!

CZ chain on their factory mounts because it holds up so well. *It's good stuff.* Like the rest of the bike.

In practice at Hangtown, George laid it down in the mud and cracked the super-lightweight plastic front fender. Air box is still steel. Splash shield is fiberglass and some of the steel rear tailpieces are still coming across.

GRUNTS . . .

No lever covers. A common fault of most European bikes. Details.

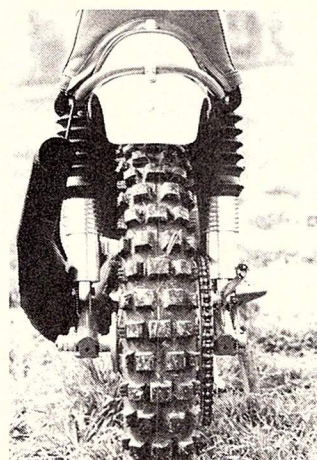
Steel rear tailpieces and air boxes. They'll last forever, but they're a little porky. Fiberglass seat base and splash shield are very light and will last quite a while, but what about that neat Tupperware/Petty-type plastic? Oh, so close to perfection.

. . . AND GROANS

Without a doubt, the best handling, best powered Open class bike we've tested this year!! "No way"—Gunnar. It does everything right. *But it's too heavy.* CZs have

an incredible reliability reputation. *Except the point ignition that needs resetting all the time. Come on CZ, give us a CDI unit soon.* But, if you should ever have to, you'll find that it is a joy to work on. Whether it's routine maintenance or replacing a crank seal. It's all right there. Simple and very sturdy. George put 68 races on his 400, most of them dual 40-minute numbers, some one-hour GPs, and lots of practice. Finally he bored it to first over, and it cleaned up perfectly. There is no metal known to man harder than that used in the CZ's cylinder liner. Bottom end was nice and tight. Never a gearbox or clutch problem. *Very true.* Only changed points, condensers, and crank and clutch seals. Quite a unit.

What more could anyone want? A Husky — Chet. A Monocross — Don. A Husky or maybe a Maico — Gunnar. A prank XL350 or maybe a Monocross — Len. Handling, power, beauty, it's all there and more. And, it'll last.



Holes in rear of swingarm to adjust axle precisely.

CZ 400

PRICE . . . (retail, approx.) \$1670
ENGINE TYPE . . . Two-stroke, piston port
DISPLACEMENT . . . 381cc
BORE & STROKE . . . 82mm x 72mm
COMPRESSION RATIO . . . 10.5:1
CARBURETION . . . 33mm Jikov
HP AT RPM . . . 31.6 at 6000
CLUTCH . . . All steel, multi-plate

PRIMARY DRIVE:

Gear, straight cut, 2.30:1

TRANSMISSION RATIOS:

- 1) 1.84:1
- 2) 1.42:1
- 3) 1.05:1
- 4) 0.85:1

FINAL DRIVE:

CZ Favorite 5/8-inch x 1/4-inch
14-tooth countershaft
52-tooth rear sprocket

AIR FILTRATION . . . Paper

ELECTRICAL SYSTEM . . . Magneto, coil

LUBRICATION . . . Pre-mix

RECOMMENDED FUEL . . . Premium

RECOMMENDED OIL . . . Castrol 20:1

FUEL CAPACITY:

8 liters (2.1 gallons)

FRAME:

Single downtube, double cradle

SUSPENSION:

CZ 20.0 cm travel (7.87 inches)

CZ 12.7 cm travel (5.0 inches);

measured at the rear axle

WHEELS & SPOKES:

Czech, shoulderless D.I.D.-type

TIRES:

Barum 2.75x21

Barum 4.25x18

DIMENSIONS:

Wheelbase . . . 140.5 cm (55.35 inches)

Swingarm length:

. . . 46.4 cm (18.25 inches)

Ground clearance:

. . . 23.5 cm (9.25 inches)

Bars, width . . . 84.0 cm (33.1 inches)

Bars, height . . . 114.0 cm (44.85 inches)

Pegs, width . . . 49.0 cm (19.3 inches)

Pegs, height . . . 35.0 cm (13.75 inches)

Seat height . . . 87.5 cm (34.4 inches)

Weight:

106 kg. claimed; 104.7 kg.

(231 pounds) actual

with one gallon of gas;

44.5 percent on front wheel,

55.5 percent on rear wheel

BRAKES:

Front . . . Cable-operated conical drum

Rear . . . Rod-operated conical drum

INSTRUMENTS . . . None

LIGHTS . . . None

SILENCER . . . Yes

SPARK ARRESTOR . . . No

PRIMARY KICK . . . No

WARRANTY . . . None

PARTS PRICES:

Piston assembly . . . \$46.00

Rings . . . \$7.00

Clutch cable . . . \$5.00

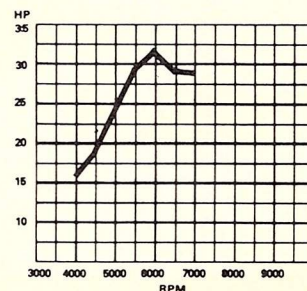
Cylinder . . . \$236.60

Liner . . . \$68.60

Shift lever . . . \$14.00

Brake pedal . . . \$7.80

Clutch lever . . . \$3.28



KING RICHARD II

Curly Fern 100 Mile National

A curly fern is a botanical rarity found only in the New Jersey pine barrens; an enduro is a timed event over unimproved terrain. So, a Curly Fern Enduro is a bunch of plants trying to average 24 miles an hour.

Wrong.

The Curly Fern National was really Act One of CHAMPIONSHIP '75, starring Dick Burleson, produced by the East Coast Enduro Association, directed by the South Jersey Enduro Riders. Stage settings by the fire, police and rescue squads of Whittings, lyrics by Bill (Training Wheels) Schemel, music by Penton Imports. Understudy to the lead was Bultaco-mounted Howard Tomlin, who finished one point down. One point down on the man who won nine Nationals last year? We'll accept that.

The SJER has always been top-heavy with fine competitors, and their 100-mile course reflected it. Excellent marking and diabolical check placement and speed changes. They suckered one dummy out of a 12-mile-an-hour section 14 minutes early. Count that up, it's 67 big ones. Burleson dropped a TOTAL of 130 points all last year and we suspect some of those runs were laid out so the fastest and strongest man wins, with everybody else wearing their shorts around their knees from battling mud, water and wet clay slopes. Curly Fern is not a bike-buster, never was. Here's proof: 515 riders started, 266 came out the other end. It was below freezing all day and I expect the thermometer stopped more riders than the course did. Burleson, and everyone else, lost points on the Bob Moore trail. Moore lost an eighth-inch of leg on it once.

Funny story; a rider was signing the sheet, protesting the clock loudly and rudely, when Burleson came in for a zero, overheard the clock complaint and said, "Looks all right to me." Sure it was all right, they had the thing running since last Thursday.

ROUND ONE TO BURLESON

by ED HERTFELDER



Howard Tomlin: "Does finishing one point down from King Richard make me a prince?"

RESULTS

| | | | |
|---------------------------|------|-----|--|
| Overall | | | |
| R. Burleson | Hus | 983 | |
| Heavyweight A | | | |
| H. Tomlin | Bul | 982 | |
| Med. Lightweight A | | | |
| T. Penton | Pen | 980 | |
| Medium Weight B | | | |
| B. Chodak | Pen | 966 | |
| Lightweight B | | | |
| B. Jones | Hon | 962 | |
| Bantam B | | | |
| K. Hummel | Hod | 886 | |
| Lightweight A | | | |
| H. Middleton | Hus | 966 | |
| Senior A | | | |
| J. Madkiff | Ossa | 967 | |
| Med. Lightweight B | | | |
| M. Thompson | Puc | 968 | |
| Heavyweight B | | | |
| C. Nelms | Hus | 957 | |
| Powder Puff | | | |
| Kathi Cambell | Hon | 927 | |
| Senior B | | | |
| C. Bishoff | Yam | 937 | |





What do we have here? A brand-new Montesa Capra 250 V-75 (that's "version 1975"). Looks a lot like last year's. That '74 was fast, but had its problems. And they didn't seem to sell that many. So here it is again and spacier looking than ever.

Quick? You bet. It's a rocket ship when it's hooked up. The front is always coming up. We even convinced a couple of testers that it was a 360.

Queer looking? Yep. Well, maybe that's a little strong but it does look like something out of *THX 1138*.

It has appeal. Definitely not the bike for everyone in the style department, but it'll attract people looking for something different, or all those horsepower freaks. But despite the fact that it's quick, you just don't see many. Well above the Greeves in popularity, but nowhere near anything else.

Enough hypothesizing. What went into this trick item?

LOOKING IN AND OVER IT

Following the industry trend for trickiness in the suspension department, Montesa has gone to laid-down gas-pressurized Betors mounted with the shaft down for less unsprung weight. It seems that in order to get the clearance necessary for the long travel, they've cut away most of the rear portion of the seat base, increased the unloaded angle of the swingarm and jacked up the rear of the frame. Probably it would have been a better approach to redesign the entire rear portion of the frame, lowering the swingarm pivot position. Then the swingarm angle would not have had to be increased and the travel would be absorbed into the rear of the frame like a Husky. Then the chain tension would not vary as much and also the slanted and raised seating arrangement would not be necessary. Looks like a shortcut to us.

It's fast, it's spacey, it's mostly red

MONTESA CAPRA 250 V-75

by the Staff of FIBERGLASS BIKE



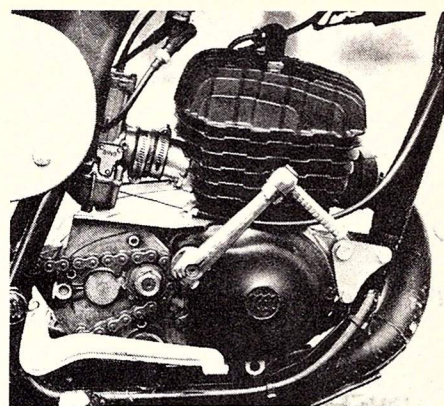
The Cappra's handling was sometimes surprising.

Forks are Betor. Travel is 190mm or 7.5 inches, a little more than last year's. Each forged crown and lower leg carries the Montesa "M," as do the fenders, engine side covers, gas tank, gas cap, swingarm pivot caps and last, but not least, the front number plate. Not just *on* the number plate; it actually sticks out. There's also a notch for the throttle cable and two for the bottom fork crowns. The entire name is on the back of the seat, both sides of the tank twice, on the rubber fork boots and also on the grips. Talk about detail, this honey's got it. Very fancy. Oh yeah, the forks. Along

with the extended travel, the dampener assemblies have been improved and two springs replace last year's single spring per leg.

Peak horsepower is reached at 8500 rpm. That's high. A thousand higher than last year. Virtually the same 28 horses can also be found at 9000. It's just under 27 at 9500 and just over 27.5 at 10,000. It'll probably rev further, but our dyno wouldn't. With such a high-revving engine, stresses and wear factors are increased considerably.

The rod is piston-steered, and there is sideplay at the bottom bearing, but the tolerances on the



Check the squeeze-ball petcocks, Montesa M M M emblems, spare engine mount, rubber-mounted (we should hope so) Bing, and just a portion of the 40 feet of friction tape.

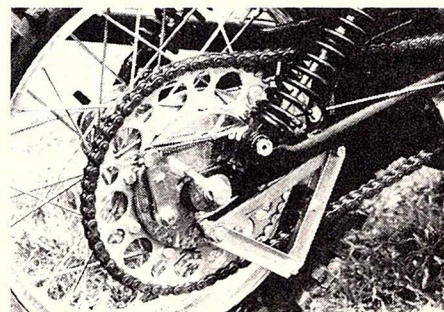
small end bearing sides are very close, with no slop. So the piston directs the rod to its placement on the big end bearing.

In keeping with the high-revving design, the two rings are very thin, only .8mm, in order to create less friction and wear.

We figure that the spacey cylinder and head fins were designed to cut down the ringing sound normally heard from straight fins.

Porting is relatively simple and basic. There are three transfer ports, one on each side and one in the middle rearward. The intake is split with a bridge and there is a single exhaust port larger at the top than at the bottom. At a glance, it looks like last year's. Actually, the exhaust port has been raised and widened slightly. The other ports have been cleaned up as well. Just a little bit, here and there.

On the drawing board, the new injection-molded air box probably looked like an excellent design, but in production, it has one major and a few minor drawbacks. First and worst of all, where the rubber air boot coming off the carb connects to the box, it's merely tucked in. It would have been much more sano to



See the lightweight chain guard, rubber block chain guide, holey shock bolts and sprocket.

have a large flange molded into the boot that protruded into the box for the filter to seal against. The Twin Air itself is huge — one of the biggest we've seen. Depending on the dust conditions, of course, you may not have to clean it as often while practicing. But a drawback could be water; there's about 40 feet of sticky black friction tape covering anything and everything even close to the box. Most of it on the right side. All that polish and detail topped off with friction tape. Sigh!

Expansion chamber is new and has an internal silencer. Much better than last year's arrangement. It tucks in nicely and stays out of the way. However, it is bolted to the frame in only one point and mounted solidly to the engine up front. This would seem to cause vibration to be transmitted through the pipe and amplified because of the unsupported length, causing metal fatigue problems.

OUT SLIDIN' AROUND

Everyone who rode the bike agreed that the V-75 did not do anything spectacularly, but it did do almost everything well. And at least one thing was spectacular — it was FAST!

You can make it turn on a berm or anywhere. A lot like a Maico. Just point it and gas it. Sort of. You have to *make* the bike do what you want.

It had a peculiar tendency to slide spasmodically. It was our opinion that the rear springs were oversprung by ten or more pounds for our testers (varying in weight from 135 to 195 pounds). The Pirelli 4.50 had a tendency to walk around on the knobs. A combination of the heavy springs, a hard-baked, burnt surface and the soft rubber tire made the bike very skittery under hard acceleration and hoppity through the holes.

We couldn't agree about the forks. Some thought they worked fine, others complained that they felt strange and were harsh. The stiff rear springs also transmitted more of the weight to the front, cutting fork travel by keeping the springs compressed. If the distributor had allowed us to keep the bike longer, we would have been able to change the rear springs and dial in the forks.

Backing off on the power, even a little, in the rough stuff will cause the bars to wiggle insanely. This is probably due to the rather steepish



"Desert Expert" Don Phillipson, President of the Cantaloupe Ranchers, is shown here attempting a corner, but you know desert riders can't turn.

30-1/2-degree fork angle. Very close to the Maico's 30 degrees, but without the forward mounted axle.

Until you push it to find its abilities and limitations, you'll tend to go wider in the corners than is necessary. You've got to steer it; twist the bars and it'll go.

With all its habits — good, bad or whatever — it's about the most neutral handling bike we've tested.

Our test bike's transmission worked flawlessly both days.

We all thought that Vehkonen must be six feet, seven inches because of the seat/peg/bar

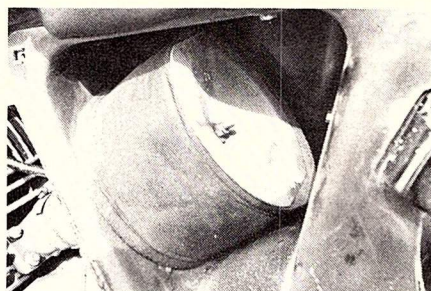
relationship. Seat is high, bars are high and pegs are back and rather high. Very similar to a trials bike. It turns out that Vehkonen is really about five feet, seven inches. Hmm?

For all of you center of gravity freaks, its CG is located where the clutch cable crosses the centerline of the cases.

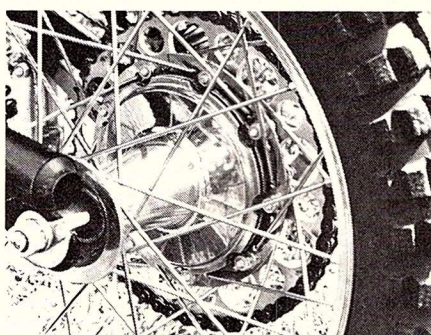
Because of the raised rear frame and slanted seat, your body weight tends to slide forward while seated under heavy braking. Also, the thinly padded rear portion of the seat causes an uncomfortable situation when its rear end jumps up



Forks, rim, hub, spokes, fender, etc. Also a few more M's and Montesa's.



Stock Twin Air in its new box.



Hub, rear; chain tensioner, snail; exhaust pipe, exit; Akronts, shoulderless.

to meet your rear end. This happened often because of the stiff rear springs.

Although the kickstarter was awkward to use, the Montesa started easily and ran well for both riding sessions.

Inside the beautifully finished hubs were a set of brakes that did exactly what they were designed to do. Not weak, not grabby. Same as last year except for new gold anodized alloy torque stays that replace the chromed steel units.

Despite attempts at lightening things here and there, the V-75 is roughly ten pounds heavier than the old VR. Most of those pounds were gained in beefing up the frame to handle the additional stresses of the lay-down setup. Wall thicknesses were increased in the rear section and the tubes that support the top of the shocks are double-sleeved where the mount is attached. Good stuff. The gas Betors are also slightly chubby at 2.78 pounds each. Win some, lose some.

HUNKS AND CHUNKS

At last, a double O-ring, push-in-type, non-leaking gas cap. Two points. The super squeeze-ball petcocks didn't leak either and were fun to use. Two points.

Spanish motorcycle factories must have tons of fiberglass and resin stockpiled. Too bad, for us.

Both the clutch and the front

brake cable are identical and you can buy the inner and outer cables separately. One and a half points. The English-type screw-on ball-nipples are not so neat.

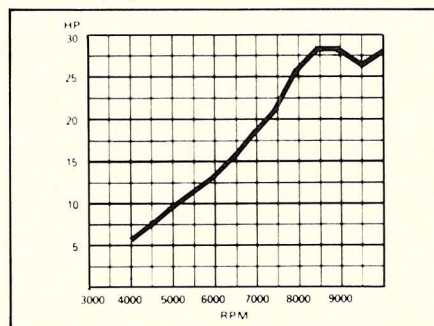
Fenders are super. Lightweight, and they look like they'll live. You won't have much trouble with the plastic air box, either. Two less things to hassle you. Two points.

The chain guide has been beefed up and will keep things in line.

Sticking down from the bottom of the crankcases is an extra engine mount. All we could figure is that it might be for a Rickman.

Sidestand was reasonable, but take it off. No points.

Pegs weren't anything trick. They didn't even work well when they were dry. Just a hint of moisture and



your boot would slide off and head for the dirt. Minus three points.

Likewise, the brake pedal could use some teeth. There's good side stability, but it won't keep your boot from sliding forward. Minus one.

MONTESA CAPPRA 250

PRICE (retail, approx.) \$1675
ENGINE TYPE Two-stroke, piston-port
DISPLACEMENT 246.3cc
BORE & STROKE 70mm x 64mm
COMPRESSION RATIO 12:1
CARBURETION 34mm Bing
HP at RPM 28 at 8500
CLUTCH All steel, wet multi-plate
PRIMARY DRIVE Gear, 2.230:1
TRANSMISSION RATIOS:

- 1) 1.846:1
- 2) 1.466:1
- 3) 1.176:1
- 4) 0.947:1
- 5) 0.800:1

FINAL DRIVE:

. 520; 11-tooth countershaft;
. 56-tooth rear sprocket

AIR FILTRATION Wet foam

ELECTRICAL SYSTEM:

. Motoplat, electronic

LUBRICATION Pre-mix

RECOMMENDED FUEL Premium

RECOMMENDED OIL Castrol

FUEL CAPACITY 6.5 liters (1.7 gallons)

FRAME:

Single downtube,
double cradle, chrome moly

SUSPENSION:

Betor, 19.0 cm travel (7.5 inches)

Betor, 16.2 cm travel;

measured at the rear axle

WHEELS & SPOKES Mudless Akronts

TIRES:

3.00x21 Pirelli

4.50x18 Pirelli

DIMENSIONS:

Wheelbase 141 cm (55.5 inches)

Swingarm length 45.7 cm (17.9 inches)

Ground clearance 21 cm (8.25 inches)

Bars, width 89 cm (35.0 inches)

Bars, height 113 cm (44.4 inches)

Pegs, width 47.0 cm (18.5 inches)

Pegs, height 35.5 cm (13.9 inches)

Seat height 84 cm (33.0 inches)

Fork angle 30.5 degrees

Weight:

101 kg. claimed;

105 kg. (232 pounds) actual,

with one gallon of gas;

43.9 percent on front wheel,

56.1 percent on rear wheel.

BRAKES:

Front Cable-oper. conical-type, drum

Rear Cable-oper. conical, drum

INSTRUMENTS None

LIGHTS None

SILENCER Yes

SPARK ARRESTOR None

WARRANTY None

PARTS PRICES:

Piston assembly \$40.00

Rings \$12.80

Clutch cable \$4.60

Cylinder \$190.00

Sleeve \$64.00

Shift lever \$12.25

Brake pedal \$16.40

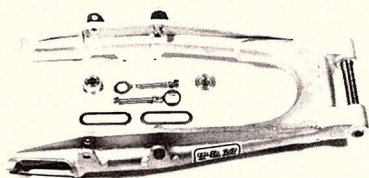
Clutch lever \$6.00

Fork boots are a very good idea. Hopefully we'll see more of them.

Lightweight plastic filler and drain plugs stick into and out of the engine cases. They'll be OK if you're

Continued on page 95

You sure can't back it... if you don't make it! T&M backs it!

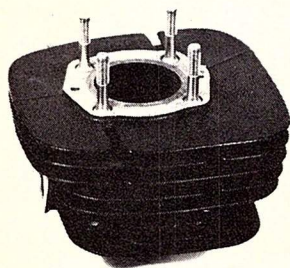


The T&M swing arm

Over 2 years of research and development have gone into T&M swing arms to make them the best on the market today. Here's why: The T&M aluminum swing arm is lightest, strongest and the most reliable manufactured to date. We can make this statement because we have tested T&M swing arms against all of the other major brands and have found there is no comparison in strength and quality. We back up our earlier statement with this guarantee: *T&M will guarantee our swing arm against breakage of any kind (under normal use) for as long as you own it.* No one else makes this statement... because they can't back it up.

Available for most Honda, Suzuki, Yamaha and Kawasaki dirt bikes.

Retail price — \$105.00

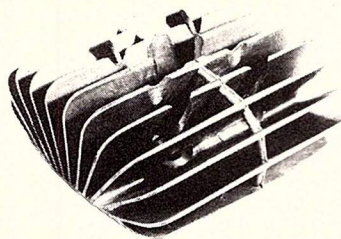


T&M porting and polishing

T&M is proud to have an agreement with the man who has built and tuned more winning Honda's than anyone, Gary Blandin. Gary, as part of the T&M team, has ported and tuned bikes for: Bruce McDougal—No. 2 in the National Standings (125); Mark Tyer—winner of 26 out of 29 CMC races in 1974; Tim Lunde; Danny La Porte and many other winning riders. Now you can have the same winning touch the Pro's demand and at a cost you can afford.

Retail prices for porting,
Novice through Pro—
from \$40.00 to \$95.00*

*(Phone or write for further information.)

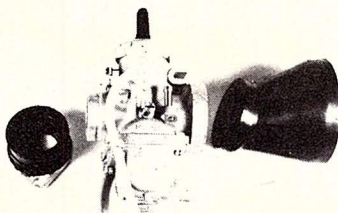


The T&M radial head

This radial head is the one they all have tried to build and can't. This radial head is the very best radial head available today! Here's why: the T&M radial heads have the most *total fin area*; more *total fin area over the combustion chamber*; *taller and thinner fins for more cooling*; *aircraft quality casting and machining* and an exclusive new *combustion chamber design*. The T&M radial head is unlike the other "so-called radials," available in that it works.

Available for most Honda, Suzuki, Yamaha and Kawasaki dirt bikes.

Retail price — \$49.95

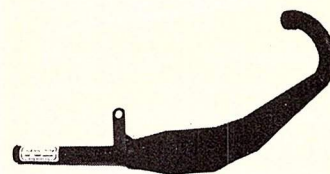


The T&M carb kits for the CR-125

The new T&M carb kits for your CR-125 are a must for the competitive moto cross and flat track racer. We at T&M suggest utilizing the complete T&M carb kit for maximum power output. The kit includes either a 30 or 32 millimeter Mikuni carburetor. We suggest using the 30 mm carb kit with our Novice, Junior and Intermediate porting & kits. We also suggest using a 32 mm carb kit with our Pro porting kit. For maximum performance our tuned carbs should be used with our manifolds and air boots. All items can be ordered separately, though.

| | |
|-------------------------|---------|
| Retail price 30 mm carb | \$33.95 |
| air boot | 5.95 |
| intake manifold | 6.95 |
| comp. kit | \$41.95 |

| | |
|-----------------|---------|
| 32 mm carb | \$35.95 |
| air boot | 5.95 |
| intake manifold | 6.95 |
| comp. kit | \$43.95 |

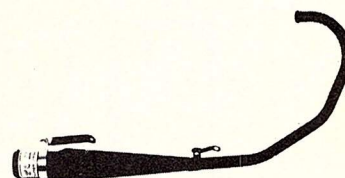


The T&M CR-125 pipe

The T&M "stinger" line of expansion chambers is the one "the copied ones" copied. We are now notifying "the copied ones" that there is now a new T&M pipe, the **stinger** to copy. Anyone, even "the copied ones" can order one from T&M. You'll want to see it because it has a wider power-band, more torque and horsepower, for both the 1974 and 1975 CR125 Hondas. Again, we back our product because we manufacture it.

T&M Expansion chambers are also available for most Suzuki, Yamaha and Kawasaki dirt bikes.

\$48.95

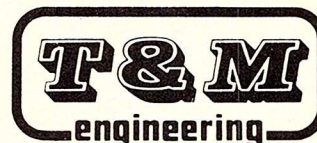


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The T&M XR-75 Honda pipe is the most widely copied pipe on the market today. Compare T&Ms to any of the competitions. We at T&M are extremely flattered... as you know, "imitation is the sincerest form of flattery"! The T&M XR-75 comes complete with *all* mounting brackets.

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HOLE SHOT Continued from page 12

jam a potato up his exhaust, and to turn off the bike, too. Have you ever noticed that these same clubs also have an ear-shattering leather-lung who stands *upwind* and runs the meeting through a surplus WWII beachmaster bull horn, the one used to direct the Anzio beachhead all the way from London? Needless to say, you hear him.

One thing that really ticks off Team Phorks is to find out at the riders' meeting that there ain't no gas truck and that we have to make our own arrangements for refueling. The good clubs always, repeat, *always* have a gas truck . . . as many as are required to carry everybody's cans. Team Phorks recently ran an event in Ohio where they told us that they didn't have a gas truck; instead they gave us instructions as to how to get to the one-and-only gasoline station anywhere near the route . . . but . . . "There's only one problem: he's closed today." And another time the "gas truck" was a Volkswagen . . . that's right, the sponsoring club devoted the entire back seat of a '64 Beetle to carrying 1362 gallons of pre-mix and straight

gas in 341 separate five-gallon cans. 'Nuff said about gas trucks.

For some obscure reason some clubs try to hide even the approximate length of the run. At a Wisconsin meet we were told that the run was about 80 miles, and the route sheet had the last entry shown at 79.3 miles. Team Phorks, along with most other riders, paced themselves for an 80 to 85-mile run . . . The enduro was 106.4 miles long. Some riders just flat ran out of gas; others gave up because they figured that they must be lost; still others quit because they ran out of physical energy since they had paced themselves for the shorter distance. Wise enduro clubs realize that us grizzled enduroists pace ourselves physically and mentally and machine-wise for a run of approximately the distance announced at the riders' meeting, so they usually give out a fairly close number. (Most of you people have probably heard about those 14 motorcycle club officials who all frantically flailed their way across Lake Michigan while desperately fleeing from some nameless terror in Wisconsin.)

Continued on page 88

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Extra layer of leather in palm absorbs wear, prevents blisters. Contoured shape won't bunch up. Double stitched.

Small, Medium, Large and Extra Large sizes. Small has specially sized fingers to properly fit most younger riders as well as women.

Genuine leather that is especially tanned for stretchability—provides the durability you want and the fit you need.

Popular Buckskin color with complementary protective padding.

No inside seams to cause blisters. All thread is a special nylon that is strong, yet will stretch and not cut the leather.

High-density, shock-absorbent padding protects back of hand, fingers, yet each stress point is relieved for flexibility.

Double elastic band around entire wrist for snug fit. Glove stays on, dirt stays out.

Extra layer of protective leather on inside of thumb where wear and tear is the roughest.

Fit, durability and protection never felt this good before!

Just slip your hand into any of these new Bates gloves. Soft, supple...exactly the right feel...like they're already broken in. That's because the leather has been specially glove-tanned for stretchability. To keep the stretch in, the glove is 'bench cut' by hand...almost a lost art in these days of mass production.

To guarantee Bates famous workmanship, each glove is completely sewn by one operator, with six different inspections taking place before the Bates name goes on.

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Traditional styling with comfort that must be experienced to be believed. Choice leather stretches to match every hand movement like a second skin. Choose lined or unlined.



HOLE SHOT *Continued from page 86*

Have you ever ridden down the route for what seemed to be miles and miles without seeing a single arrow? Have you ever been convinced that they only have one arrow and it's somewhere in the middle of the course, like say at mile 52? And just as you are slowing

down to turn around 'cause you are sure that you are lost, have you at last glance espied way, way down the road a lone arrow pointing to Mitra knows where, and you follow that direction for another eternity without the faintest guidance as you pursue a clue in your quest as to where by Kolo's carborundum

claws you should go next? Oh, you say that you missed that corner just because you didn't spot the lone turn-marker nailed to the inside of that hollow tree? Wouldn't you like to get that s.o.b. who put up the course markers and tie him to the saddle of a '69 Bultaco Bandito with the throttle jammed wide open and aim him for the general vicinity of Tierra del Fuego and turn him loose?

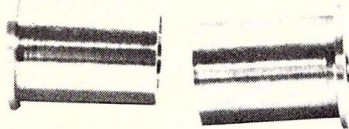
There was this Southern Ohio run where they didn't bother to put up danger signs; after all, who needs them? Me! That's who! At 40 mph following the marked course, without warning, I tore through a thorn tree thicket where hundreds of thousands of living wooden stilettos ripped and clawed at me, rending my tender flesh into thin red lines. Thank Crom I was wearing my goggles. That thicket got a lot of us that day. And there were no danger signs. At another point on the same run, I came bombing up this rise WFO only to discover too late that there was a railroad track at the top running slaunchwise to the trail. Of course I did the standard while-becoming - airborne - when - jumping - at - the - top - of - a - hill - you - get - your - front - wheel - kicked - sideways - so - that - in - mid-air - you - roll - 45 - degrees - counterclockwise - so - that - when - you - hit - earth - again - naturally - at - that - landing - angle - you - bound - leftward - off - of - the - trail - and - into - the - woods - where - you - ride - at - 50 - mph - through - the - trees - with - your - pucker - string - at - force - factor - ten - and - miraculously - make - it - out - the - other - side - while - sweating - bullets - and screaming

Continued on page 90

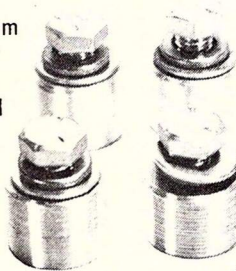
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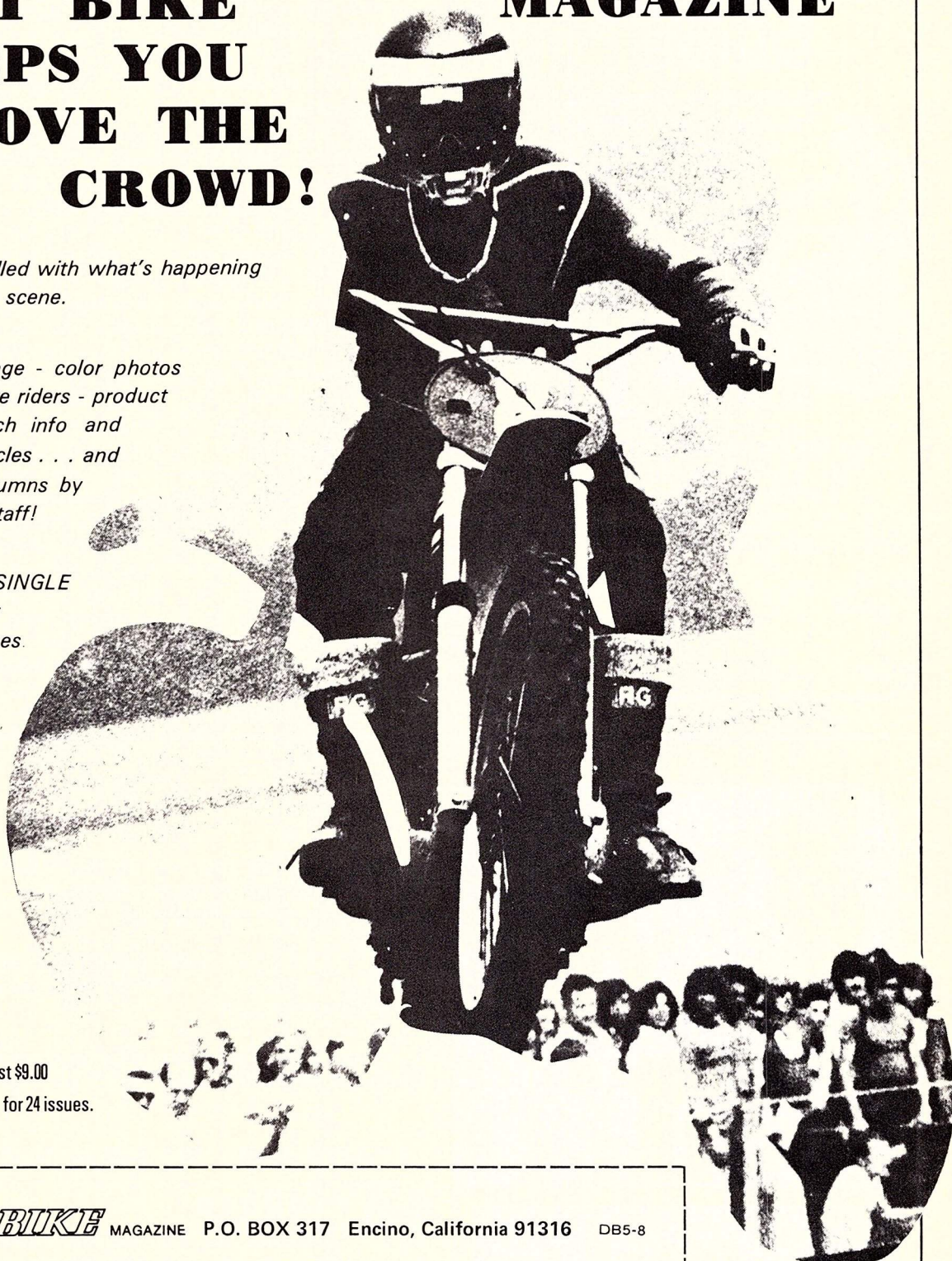
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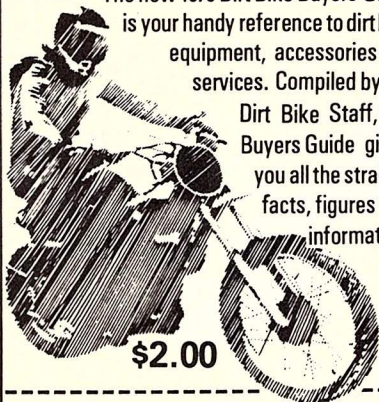


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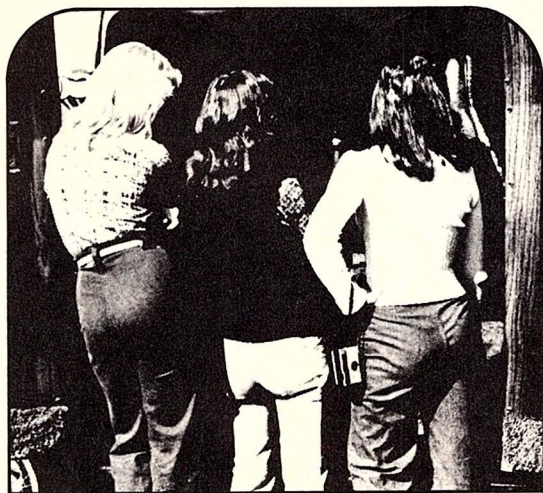
HOLE SHOT *(Continued from page 88)*

- at - the - top - of - your - lungs maneuver. Not everyone knows that standard maneuver; one rider broke his arm there. I repeat, on that run there were absolutely no danger signs anywhere. Need I say more?

Then there's the old let's-hide-the-checkpoint routine. You know, the one where the riders on the route can't even find the thing. Be sure to put the flags where they can't be seen by the competitor, and maybe you can get him to flash through the check thinking that you are a bunch of spectators and not a checkpoint. We can zonk a lot of riders that way. Another good way is to put the check off to the side of the trail, that's right . . . way, way off in the bushes; I'm sure that he won't see you there. If you're stuck with a check out in the open, like say one on a road, fooling the rider is a little bit harder; but even here you can hide the checkpoint by putting it on the wrong side of the road behind an automobile or two, and put the flags down low behind the cars too. Even if he spots the check, he'll most likely be past it and have a hell of a time stopping, turning and getting back.

Finally, only the very best clubs require that all, repeat, *all* riders turn in their score cards whether or not they finished. Usually at the riders' meeting they announce that they need the cards not only to tell how you placed, but also to tell that you got back OK, so that they won't spend a few days looking for you out there in the weeds somewhere. You see, they have a whole bunch of cleanup riders who scour the course for the ones who don't report in. On the other hand, some clubs don't bother . . . How'd you like to be the rider out there in the boonies with a broken whasis, knowing that there ain't anyone comin' to rescue you?

Yes, there are "good" enduros and "bad" ones, and we haven't covered by an order of magnitude all of the things that separate the two. We just hope that at your next enduro someone, somewhere has looked at it through the eyes of 400 riders and has done a super planning job, and everything goes so smoooooth that in the end you won't hear that old familiar refrain, "Er. Ah guys, could I have your attention please. Now we hadda throw out the last two checks because . . ."



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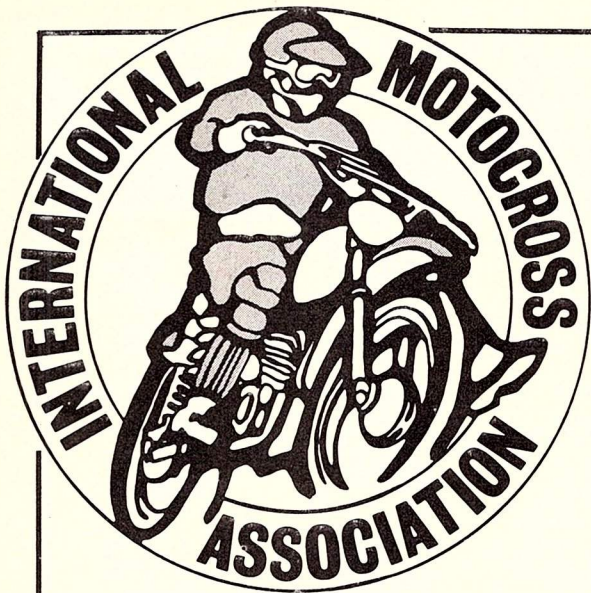


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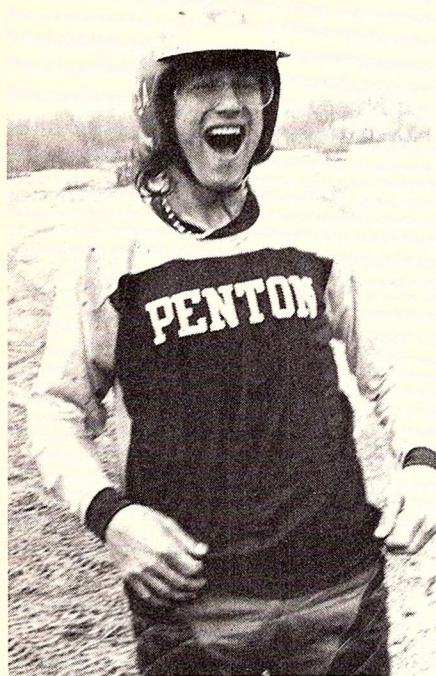
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* * *

Quotes of the Month:

"Happy birthday, Sharon. Belated. Another year closer to death."

— George

"Baby, our reps are gonna be bigger'n a blimp!"

— recent Batman comic book

"I know how to jet and then I go wide open over the air field."

— Gunnar

"If the hill is steep enough there's one thing for certain. You're going to get to the bottom."

— Carl Cranke

"How do you spell Phantom? Is the M first?"

— Chet

* * * *

Latest totals through July of this year. Chet — 16. Len — 27. George — 4. Don — 0.

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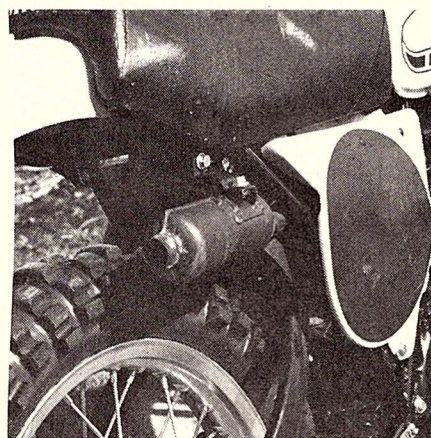
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YZ125C

Continued from page 33

desert, so we strapped the desert number back on and entered another race. This time we were running 20:1 vegetable oil. (By the way, at 20:1 it blubbered in the mid-range.) We had 20 minutes' riding time on the air cleaner and went richer on the main jet (190 to 200). It blew up again. Burnt the piston.

Again we wanted to know why. We took it back to Yamaha and awaited their verdict. Too lean on the main jet? We don't know how to ride? No, our fine three-gallon gas tank was at fault. A piece of plastic flapped over the petcock, preventing the flow of gas now and then.



That silencer is attached to a stinger that must be about 18 inches long. Bizarre.

The gas tank had been used on at least five bikes and been run in 30 races. Why now? Why did it restrict the flow of gas in that sandwash and not in the sandwash before, or the one before that? Just one of those things?

We mentioned that the bike was losing power on the motocross course when it got real hot. Perhaps this was an indication that the bike was not getting rid of the heat properly. If you keep it on a motocross course where you are constantly on and off the throttle it will run fine. But keep it completely wound out for ten minutes under maximum load (up a sandwash), and it is liable to overheat.

This shouldn't happen if it's jetted properly. Ours was jetted, if anything, a little rich. At least on the main jet it was. But we can't be absolutely sure about the needle jet — which would influence it greatly around three-quarters throttle. We think that since this bike is getting so much power and is so touchy, under conditions where it is likely to

overheat it must be tuned absolutely spot-on. We suspect there was something a little off in the carburetor. Our only recommendation is that if you're going to be running it under full throttle for extended periods (more than ten minutes, and that doesn't occur in *any* motocross), you had better be more than sure it's jetted — main, needle, pilot, everything — perfectly.

BITS AND PIECES

As usual, all the details are either pretty fine or pure garbage. At long last, as we said, the factory has come out with a pair of bars that almost everyone found comfortable. To balance out the good bars are the stock pair of waffle-type, sharp-edged handgrips.

The throttle is less than a quarter-turn and worked very well.

Fenders were fine and proved able to bend to a remarkable degree.

Dunlop tires were good in the soft, loamy stuff, but then what tire isn't good with perfect traction? These probably were part of the problem with the bike's sliding ability.

Gas cap was the typical frustrating job that takes 30 turns to unscrew and then is so small that you can hardly get the gas in. But it is placed off to the side. So you can look down into the tank.

GENERAL SUMMARY YOU CAN TEAR OUT AND KEEP IN YOUR WALLET

We like the Yamaha. For a stock 125, speed-wise, it's the fastest we've tested. Our only complaint about the suspension is that the rear is too stiff, if you weigh under 160 pounds. The 185-pounders thought it was excellent. But that can be corrected by your local dealer for a nominal charge. Provided he knows how to do it. For now the Monocross is the best production rear suspension setup you can buy on a 125.

Overall handling of the Mono is excellent. Everything works together, and even though it isn't an ideal slider it goes through the corners as fast as any other 125. There are very few turns that require sliding on a real MX course.

We caution you if racing it in the desert or cross-country. Our desert rider says it is worth taking the trouble to make right. He is willing (actually anxious) to buy one. After all, no rear shocks is class.

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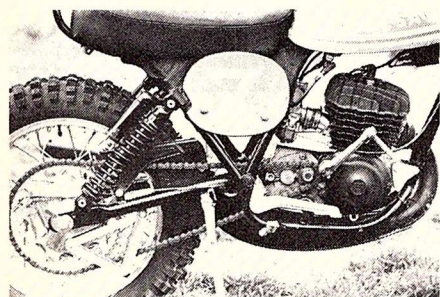
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HOWLS . . .

Basically, it's got most of the neat stuff you look for in a hot MXer these days, but one of the detail items that kept us wondering is that while most of the components were held on with locknuts, the coil wasn't. Also, the ignition lead was too long and the insulation was being fried away by the head. Montesa bolts the head to the cylinder without a gasket. This works fine if you have six bolts to cinch it down evenly. The V-75 has four and leaked.



A plug is fitted into the extra sparking plug hole that is so long that you have to remove it in order to get a wrench onto the head studs.

Distance between the shifter and the left peg is unusually long. You'll find it sitting on the end of your toes.

. . . AND HOOTS

Despite our criticisms, there isn't a whole lot wrong with the Cappa; it's just different. Details — some large, some small — need correction. We're sure that installing softer rear springs would make both the front and rear suspenders happy with each other. And unless you ride in mud and sand all the time, a change of tires should work wonders with the steering.

We wanted it longer, but we screwed up and got involved with other things and didn't get all the time on it we needed. Still, we had it long enough to know that it's got a lot of horses and it's awful fast!

It's a nice package: a good combination of running gear, suspension and horsepower. And yet you don't see a lot of them out there, sliding around. Probably because of the skimpy dealer network; that's why last year's summation still holds.

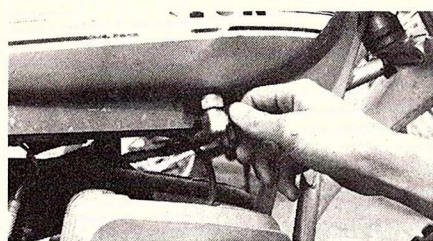
But like brand-loyalty fetishists of any stripe, Montesa fans will go out of their way to find it, and then the V-75 will completely freak them out!

HOT SET-UPS



FENDING OFF JUNK WITHOUT BLINDING YOURSELF

If you ride where there's a lot of junk flying at you, like behind a 450 Maico, or where branches are always trying to scar your eyelids, and you don't like flat shields (can't blame you there), here's a hot setup from Cordis Brooks (Bultaco-sponsored desert ace and Two Days rider). He uses a small visor that comes with a half-shield and cuts most of the shield away. There's still plenty of protection and you can see through the device; something that becomes important when you're trying to boogie but you've got your head down to keep the junk off your face. Both Royal and Bell sell visors that will mount the half-shields. There may be others, but those are the ones we know about. Thank you, Cordis.



MAGURA PETCOCK MODIFICATIONS

Those big, shiny petcocks work well and look neat, but there're two things wrong with them. They're sharp and eat the inside of your leathers if you get up on the tank like you're supposed to, and the handle is big enough that you can turn off the gas by accident while you're rubbing them with your leathers. Cut a little bit off the lever and radius the square petcock with a grinder and both problems are banished. This time, you owe your gratitude to Tom Morris, the Beak.



REDUCING YOUR GRUB QUOTIENT

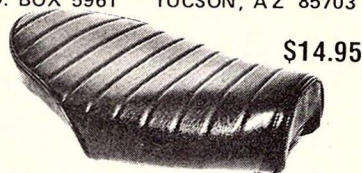
When your leathers are finally so grubby that you can't stand to stick your legs in them, here's what to do. All this information goes to you, via us, from Diane Connolly — who says it'll make your leathers like baby skin. Now there're two things Diane has about ten years of experience with: leathers (both hers and Jim's), and babies.

For normal cleaning she uses a spray-on saddle soap foam, available in most discount stores. Use a damp towel and rub in the foam. But when the leathers get stiff and raunchy, there's another formula. She says she had to develop this because our senior tester sweats so bad — isn't that nice to know? She takes the smelly racing pants to the laundromat and sticks them in the washer with about three-quarters to one cup of liquid saddle soap and lukewarm water. Let the machine completely cycle. Next is another cycle in the washer with two capfuls of fabric softener added to the water. Pull them out and hang them up to dry on a wooden hanger. When they're completely dry, treat them with neatsfoot oil. While that's soaking in, you might have to apply another coat of oil to the hard spots, like the seat and the back of the knees. Don't get carried away with the neatsfoot; the leathers will weigh a ton.

Diane suggests that you not do this more than twice a year, unless you're constantly riding in mud. ☛

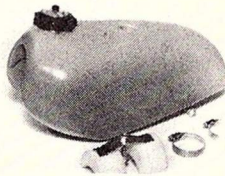
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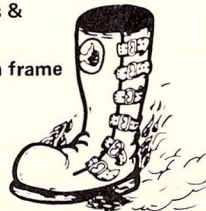
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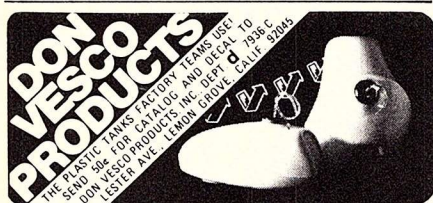
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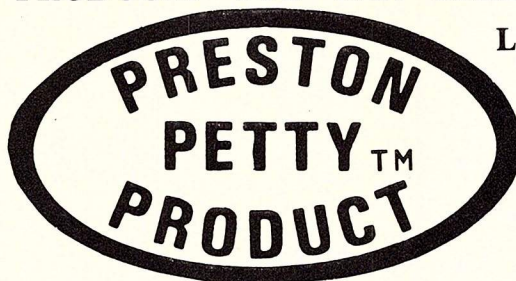
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